

The Motor Cycle

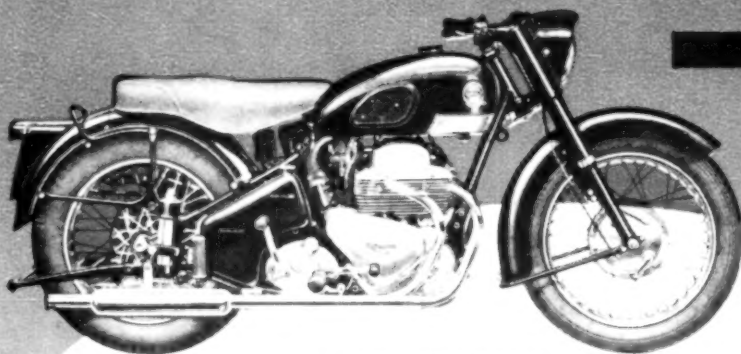
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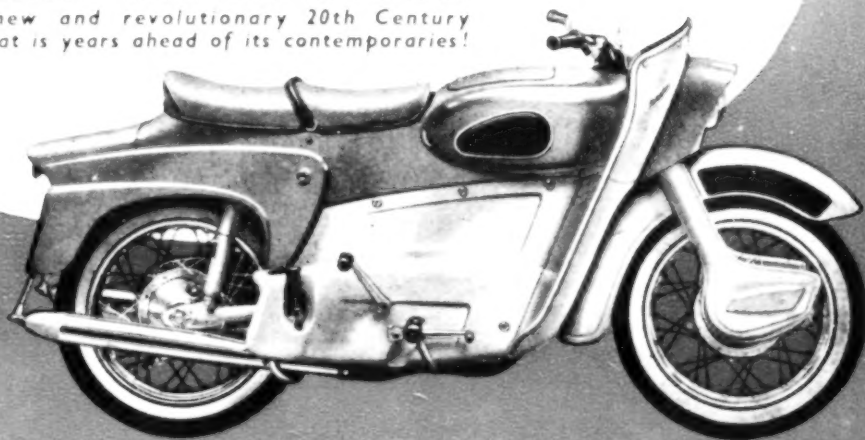
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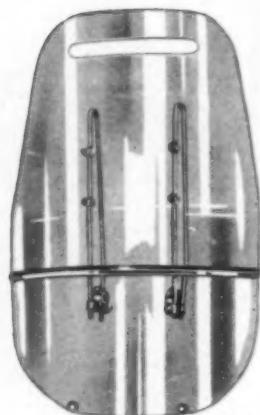
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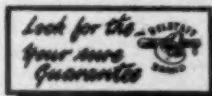
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VOLUME 101 NUMBER 2689

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THURSDAY
28 August 1958

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HARRY LOUIS

Assistant Editor
GEORGE WILSON

IN THIS ISSUE

Occasional Comments	242
The Motor Cyclist Fisherman	244
Tale of An Old Morgan	246
Aberdare Park Races	247
Ariel Leader Engine—	
The Designer Answers Questions	248
Competition Commentary	253
Holiday Notes	254
The 1959 Panther Range	256
Scooter Prices	258
Guide to the Manx Grand Prix	259
Letters to the Editor	260
On the Four Winds	264
Racing at Brands Hatch	266
General News	267
Sports News	268
Club News	270

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The weather in Scotland this summer has been varied but the clouds seen in this morning shot across Loch Lomond preceded a fine day. The tent is pitched near Tarbet, Dumbartonshire

New Ranges

AS will be seen on pages 256 to 258 of this issue, a start has been made on announcements of 1959 ranges. Other manufacturers will be disclosing details of their new models during September and October and up to the opening of the London Show on November 15. Most ranges will be wider, but it is likely that in a few cases, where there are advantages in concentration, the number of models will be reduced. It is certain, however, that we can look forward to more entirely new designs and worth-while modifications on established favourites. Some developments in the 250 c.c. field have already been made public; others will follow during the next few weeks. In the larger-capacity classes, the tendency will be to reduce weight and in other ways make machines more handleable.

Coming as it will after a two-year break, the Show at Earls Court will be a bigger occasion than ever. Space bookings for stands substantially exceed those for the 1956 Show and the display will be notably international with exhibits from Austria, France, Germany, Italy and Czechoslovakia. Since other countries have decided to link in with the British policy of holding shows every two years—instead of annually—there will be no Frankfurt or Milan exhibitions this winter. Hence the London Show will be of even greater importance than formerly in the international sense, and a record attendance of buyers and visitors from abroad is expected. And no one would be surprised if British motor cyclists respond in the same manner.

Group Riding

OCCASIONALLY newspapers carry reports on cases in which the defendants are a group of motor cyclists. They have probably been charged with relatively minor offences such as slightly exceeding a speed limit or making too much noise. Or the charge may be the far more serious one of dangerous driving. Because a number of riders—probably friends—are concerned, the evidence may be related in such a manner as to give the impression that they were taking part in a private race on public roads, although no direct statement about racing is made. The result is that the defendants are dealt with more harshly than the facts warrant and all motor cyclists suffer from the adverse publicity.

Group riding is, unfortunately, always liable to involve such unhappy consequences. The uninitiated do not realize that club enthusiasts, for example, enjoy riding together and are not in the least interested in racing with each other except perhaps on a closed circuit. There is no certain solution of the problem but it is obvious that when friends ride in company they must be particularly careful to ensure that their road behaviour is well beyond reproach.

On the Up and Up

YOUNGSTERS who from their teens onward have been accustomed to hear motor cycling talked of as the finest of all sports and have attended such great meetings as the T.T. in the Isle of Man or the World's Speedway Championship at Wembley take the present status of our sport and hobby quite calmly. But the treble boom of world-wide sales, widespread purchases at home and large concourses at many of our meets looms even larger in the minds of old-timers. In my youth I saw motor cycling mocked by the general public, blackguarded by folk in high places and more than once threatened by bankruptcy and extinction. Nowadays the attendances at such venues as Hawkstone Park, Oulton, Brands Hatch and Silverstone, for example, run into five figures. Neither cricket nor horse-racing in many instances offers a substantial challenge to the two-wheelers. It is good to see the industry react by more originality and innovation in design, which had tended of late years to follow the pedal cycle into a certain finality threatening stagnation.

Register of Repairers

MR. LEADER (August 14) is correct in saying that certain handbooks include lists of repairers who are prepared to handle motor-cycle jobs in the same spirit as car repairs. Many of these men lock up quite considerable sums in stocking spare parts. The facts remain that both the R.A.C. and A.A. books are quite portly and that motor cyclists do not wish to stuff their pockets any fuller. In other words, if the

where. Football-club managements very seldom make any provision at all to prevent theft, to provide firm ground into which stands will not sink, and so forth. What often happens is that Bill arrives early to secure his pet stance or seat and leans his model against a tree trunk or a handy post. Tom arrives later and, failing to spot an unoccupied prop, leans his model against Bill's, possibly (though not very probably) using some article of clothing as a pad between the two. By kick-off time the tree or post may be supporting as many as a dozen machines. The damage and language while they are being disentangled are mournful to witness and hear. When will somebody invent a cheap, strong multi-rack arrangement for use at such venues? Pedal cycles often enjoy such a provision but I have yet to see this or any other principle applied to parking numbers of motor cycles.

Insurance Premiums

OUR reader W. E. Sockett waxes very indignant (August 14) that his insurance company has increased his premium. Has he noticed that all public services impose immensely swollen charges nowadays? In my youth the postal authorities gave me four deliveries a day plus one on Sundays and charged 1d a letter. Today I get six full deliveries a week and the minimum letter cost is 3d. There is no doubt a certain amount of agreement among the insurance companies about their premium level but an accountant friend tells me that their dissected balance sheets in most cases show a genuine loss on their motoring transactions. If Mr. Sockett lives long enough he will make two further discoveries. As

Occasional Comments

By "IXION"

trade society would circulate a small but striking plaque for the adornment of such premises it would be a great help. They might also publish a paper-back repair list small enough to fit into a wallet with the driving licence and insurance certificate. We have no dash cubby holes in which to store fat, heavy volumes.

Henry D. Teage

THE thousands of readers and riders who remember our former technical editor as one of the very best will be glad to hear that he was blessed with an easier passing than comes to most men. He had been suffering from mild heart trouble during last winter but improved in the spring and was able to ride his beloved little LE Velocette up to within 48 hours of his death, which came quite suddenly and in the merciful form of a coronary thrombosis. I am sure that he always wished to remain a motor cyclist right up to the very end.

Dents and Scratches

LAST Saturday the English soccer season began in earnest, which means that motor cyclists in scores and hundreds will make almost weekly visits to soccer stadiums throughout the winter. They will park their machines anyhow, any-

his years advance into the sere and yellow, his insurance company will refuse to insure him at all unless (a) he submits to a personal medical examination every year and (b) undertakes in addition to pay the first £5 (or even more) of every claim under the policy. The balance sheets show that the companies are good business men. Their treatment of the ageing rider shows that they will turn away good money rather than insure a man when he is no longer 100 per cent fit to drive. In other words, the company executives are blessed with active brains.

Emergency Uncles

WHENEVER the question of roadside repairs or the lightning supply of spare parts is raised in our columns we get weebegone letters from garages which have been bilked, and dignified explanations from factory service departments which have suffered bad debts. Of course, many motor cyclists are quite young and have possibly put all their pence and more into the model they ride. But the sensible man always carries with him sufficient ready cash to cover small travel emergencies. To be stranded and penniless is a fate which should not befall anybody in this era of high wages. My grandfather left me an enormous gold watch of the "turnip" type. It accompanied me on many youthful trips and several pawn brokers lent me money on it. I remember one "uncle"

who examined it closely through a magnifying glass, looked up at me and said, "You follow the horses, eh?" "Not more than the next man," was my reply. (Every time an "uncle" took it in, he left a microscopic pawnbroker's mark on it.)

Drowsing on Motorways

AFTER the first London-Edinburgh Run its organizers (the M.C.C.) received a number of reports that riders had fallen asleep, not merely during the hours of darkness but also through fatigue in broad daylight during the later stages. One or two old women on the committee were inclined to suggest that such exhausting rides on primitive models were unsafe for this 24-hour type of jaunt. (I have dropped off to sleep on a motor-cycle saddle perhaps half a dozen times in my life but not once did I prang on that account, as the unconsciousness was never more than momentary.) History repeats itself. Disturbing reports of such drowsiness are quite numerous from the great American highways and some of the pundits go so far as to think that it is the one really formidable new menace ascribable to the new motoring. Medical authorities are conducting tests as to whether the

An unusually well preserved 1938 Model KX 1,140 c.c. side-valve Royal Enfield outfit parked by the famous old sailing ship, the "Cutty Sark," at Greenwich. In the view below are shown the neat-fitting and beautifully finished panniers made by the owner, G. Allen of Colchester, from surplus oil drums. The "Cutty Sark," her sailing days over, is in a concrete basin and is open to inspection by the public



drowsing is ascribable to sheer sustained speed, to vibration, to "mental monotony" or to "over-oxygenation." The one certainty is that it is unpleasantly common and, as yet, by no means fully understood. No doubt its causation will have been satisfactorily analysed before any long sections of British motorways are open.

In the Teeth of a Gale

PERIODICALLY I receive almost despairing complaints of the horrors which riding into the teeth of a gale entail on a wet night. Riding minus goggles, the eyes and the soft flesh round them take a lot of punishment. Riding in goggles the barrage of rain-drops causes the rays of every lamp one meets—whether emanating from other vehicles, from street posts or from buildings—to star and distort one's vision. What is the remedy? On cars an efficient windscreen wiper can ensure a reasonable standard of vision under such conditions. At sea, where longer visibility than we can secure is often vital to safety, centuries have furnished only one genuine visual aid: the glass panel spinning at high speed and flinging away all the water. But a power wiper can be (and has been) applied to a motor-cycle screen. All we can do with goggles is to treat the lenses with one of the special preparations obtainable from accessory houses or with a solution of household detergent. Another tip is to wipe the lenses every so often while riding with a piece of chamois leather stitched to the back of a glove; yet another is to turn your head sideways now and again so that the wind blows off the globules.

Fishing from the Saddle

A Fascinating Article Which will Give Many the Desire to Try Their Luck in Scotland

By WILLIAM B. CURRIE

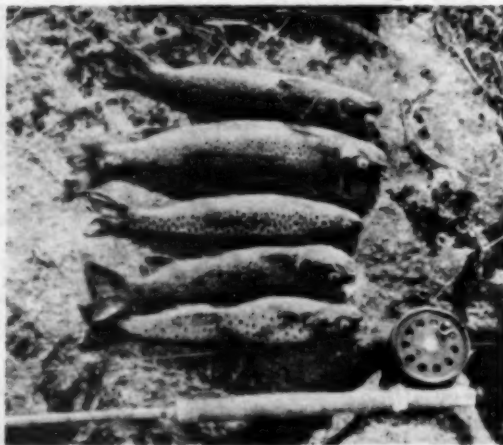
WHEN touring in Scotland, the enthusiast can use his mount in two ways to find good fishing. He can regard the sport of angling as being connected with a mild form of trials riding in which a cobby, tractable machine will take him by forestry tracks and paths to lochs well up in the hills. Alternatively, excellent fishing can be reached by riding over main and secondary roads on which a heavier machine or sidecar outfit will be perfectly at home. Scotland has an abundance of both types of water where the touring rider can enjoy sport with trout and in many places with sea trout and salmon.

Loch fishing is very common in Scotland, especially in the western and northern Highlands. Indeed, when you get up to Wester Ross and Sutherland there is an almost unbelievable number of lochs dappling the landscape. Nearly every one of them harbours a large stock of brown trout. Some lochs have boats available but the majority have to be fished from the bank, which is the cheapest form of fishing and often the best form. It is no coincidence that all my best trout have come from bank fishing.

For the best sport, fly fishing is to be recommended. Trout flies are readily available in any Scottish town and cost about 8s a dozen. Ask for wet flies for loch fishing. These colourful little tufts of feather and tinsel represent flies hatching from the bottom of the loch and swimming from the gravel or weeds to the surface, where they change into adult insects and fly off. Trout feed greedily on hatching flies. This gives you the key to fly fishing. Cast your flies out—normally three flies are used tied up on a cast of nylon—let the imitations sink and then make them swim just under the surface back towards your position. With steady movements of the rod point you can make the feathers of the imitations move in the water and attract the trout. When a fish comes, there will be a swirl and a tug. Immediately you should tighten on the fish to drive the hook home. Often the trout will leap clear of the water in the take and make your heart miss a beat.

Permission to fish a hill loch is usually not hard to get. Remember that the right to take the trout is vested in the ownership of the surrounding land, but in the hills your trouble will be to find anyone to ask for permission. Knock at the door of the nearest cottage and, with any luck, you will be told that you are welcome to a day's fishing. In more populated regions there is sometimes an angling association or a private owner willing to let out fishing to visitors at a few shillings a day.

For this type of water you should buy a little booklet called *Scotland for Fishing*, produced by the Scottish Tourist Board at 3s and available at station bookstalls and tackle shops. The booklet lists all the "ticket water" in the country and gives hints about the best times to fish. But keep in mind that there



Brown trout from a hill loch. These fish take the sunk fly with great dash—but fight all the way to the net

is a wealth of fishing over and above the waters listed in the booklet which can be fished free simply by asking locally. That becomes more and more true the farther one travels from the main holiday centres, and that is where the motor cyclist scores.

River fishing in Scotland tends to be preserved because of the salmon and sea trout which run from the sea each summer and autumn to give wonderful fishing. Many clubs in the more accessible parts of the Highlands offer day tickets for salmon fishing at reasonable prices, but it is sport more for the initiated angler than for the man enjoying a touring-cum-fishing holiday. However, trout abound in Scottish streams everywhere; and to take them you can use wet fly allowed to drift down with the current—just as if you were fishing a loch.

Try to keep out of sight while fishing burns, for the trout is about as wary as a wild goose and, once disturbed, will not feed for some time. A worm fished upstream and trundled into the pools and eddies of the burn is deadly for trout. Try it on the smaller waters and you should have bites in plenty.

Let me describe some typical fishing areas which might help in planning a trip. First, there is Argyllshire, easily accessible by good main roads from Glasgow. The big attraction there is Loch Awe, which has over 50 miles of free bank fishing and offers trout of 10in to 12in in length with the chance of some much bigger. Whether you have a small mount or a big twin, there is good access to the banks of Loch Awe. From the Dalnally side there is excellent fishing at Cladich and Ardbrecknish, and there is also good trouting on the Oban side, with slightly rougher roads leading to the water. Myself I firmly believe in the rough road: it so often leads to the best fishing.

But Argyllshire boasts an amazing variety of loch and river fishing. Lochgilphead and Campbeltown districts offer some really good trout fishing on several lochs for 2s 6d a day, and there is river trouting in such places as the wild and beautiful river Coe in Glencoe for as little as 5s.

I have had some fine motor-cycling and fishing holidays on the island of Mull. If you like rough, remote country with a genuine Hebridean flavour, take the ferry from Oban to Mull and explore its rough roads and tracks, fishing in loch and river for good measure. The price of taking a mount over to Mull is surprisingly low. For about 5s one can take a solo from Oban on the mail boat *Lochmaw* to Craigmure, the first point on Mull, where the machine is transferred to a landing ferry and its rider follows ashore in another motor boat. Or, if you prefer it, for approximately double the fare you can land much more simply on the pier at Salen, half an hour's sailing farther up the island, nearer Tobermory.

Mull has 250 miles of coastline and a similar mileage of rough roads and tracks leading to wonderful mountainous country with lochs and rivers. There is an arrangement for fishing permits on one of the big estates, Killiechronin. For £1 a day or £2 a week you can have the freedom of the estate's salmon and trout fishing on the rivers Aros and Ba, on Loch Frisa and elsewhere. But there is also free bank fishing on Frisa and I have had some first-class baskets from its waters. A forestry track from Salen leads to the loch side and there are approximately ten miles of fishing at one's disposal.

Carrying fishing tackle on a solo is quite a simple business. The rod most often used in fly fishing or worm fishing is about 9ft long and is in three pieces. This alings comfortably over the rider's back or, of course, clips to hold the rod can easily be attached to the machine. The other tackle—such as a reel with line, a few casts of flies and some worm hooks—takes up no more than a corner of a pannier bag. A landing net can be carried, though it is a piece of tackle I often dispense with. However, if you are boat fishing on a loch, a net is essential. The best plan in that case is to carry the shaft of the net with the rod. The net shaft is relatively robust and will help to protect the more delicate lengths of the rod. The net head, which is detachable, can be stowed away flat down the back of a pannier bag.

If you want a landing net for the trip but do not possess one, it is easy to rig one up in the workshop. Bend a piece of light mild-steel strip into a hoop with a diameter of about 9in and leave the ends of the strip overlapping. Drill the ends to take a bolt and screw the hoop on to a suitably tapped ferrule driven on to any handy 3ft shaft. A net can be purchased for a few shillings to make a really useful piece of tackle for boat fishing. Folding nets and gaffs form good extras for the more experienced angler fishing for sea trout or salmon.

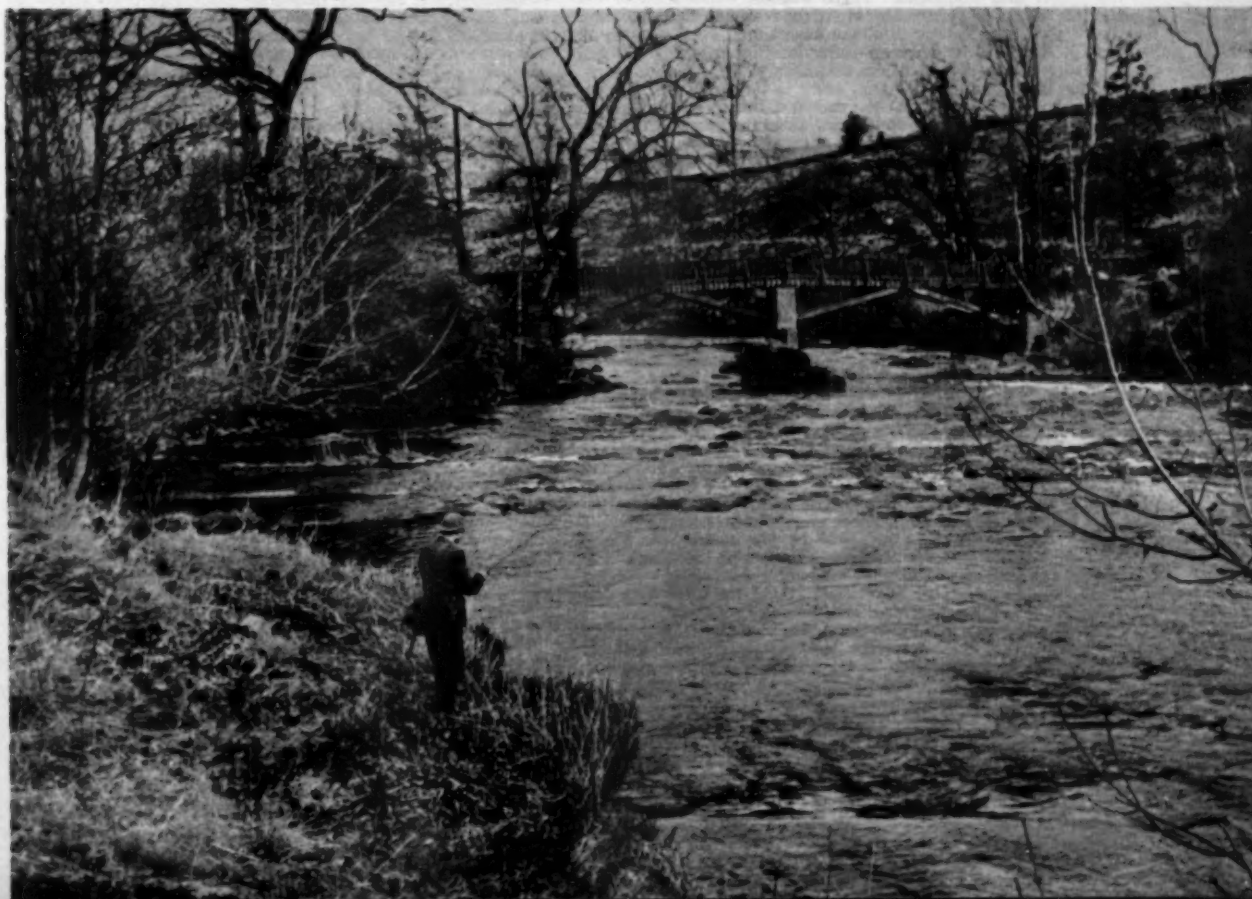
Let me add two notes. First, remember that good, cheap accommodation is available for motor cyclists throughout the Highlands in Scottish Youth Hostels, where the machine is



Highland lochs can be inaccessible—unless you are a motor cyclist. Here the author and a friend unpack their gear

no barrier to membership. Secondly, in my ten years or so of fishing both in Scotland and on the Continent I have found that a lightweight is the ideal touring and fishing vehicle. It can take one everywhere and handles well on even the roughest tracks. And on many trips I have proved over and over again the old saying: "Where there is a trout there is beautiful scenery." When you have tasted the best of both the touring and the fishing in Scotland, I am sure you will agree with me.

The River Doone, Ayrshire, provides a good sea trout and salmon fishing near holiday beaches on the Firth of Clyde



And Now She is 21



TALE OF A MORGAN THAT

HAS COVERED OVER 100,000

MILES—AND HAS BEEN GIVEN

A COMING-OF-AGE PRESENT

By GERALD CARR

IT was 21 years ago, when I was still in my twenties, that I sat over three wheels for the first time and drove into Malvern's lovely countryside with a brand new Morgan. The change from a saddle to a seat did not seem so worrying as the length of the bonnet which had to protrude at cross-roads before I could see if the way was clear. So did the Moggie and I start a partnership that has taken in marriage, a youngster, war-time service and a life of fun and adventure that is still going strong after the first 100,000 miles.

I suppose there are few parts of the country into which we have not penetrated. And the Morgan, despite the fact that she is one of those respectable models which have the engine tucked underneath the bonnet instead of being flaunted to the public gaze, always likes to nose among the back roads. As a result she sometimes gets into difficulties. There was the exploration of the Cornish village of Mevagissey where the road was so narrow and the turn so sharp that we could not negotiate it. A tractor behind forbade retreat so we went on—after local inhabitants had lifted the tail round to give sufficient clearance.

Then there was that incident, again in the west, near Perranporth, where we laughed at the cars that had stuck in the sand and helped to pull them out. Having aided the cars on their way, we returned to the lonely Morgan and prepared joyfully to drive off—only to stick in the sand. Moving farther north, she has climbed—and boiled on—many of the tough hills in the Lake District and Wales. In Scotland she has carried a load of camping equipment through the Highlands where it rained . . . and rained, so that the tent could never be dried and for one uncomfortable night seats were removed and my passenger and I slept in the car. These were the happy days of holidays and pleasure trips. They included the high spot of them all—when the Moggie left a Bloomsbury party while it was in full swing with an old shoe dragging behind amid a shower of confetti, heading for a secluded hide-out in the country. She had gained a permanent partner in her goings and comings—and her very occasional stoppings. After these happy days there came the war and the Moggie had her baptism of fire. She was a blitz buggy, and probably the only three-wheeler that was ever accepted into the Home Guard.

I was on night duties during the first London "blitz" period. It meant coming home in the early hours of the morning when the noises were at their tempestuous best. These were the worst drives I ever had. Black-out shutters over the lamps gave less light than an old-time acetylene headlamp. The journey was of some ten miles and though I came to know every pot-hole in the road, I never knew whether there might not be new ones on the way—big ones created by bombs. Sometimes there were "incidents" and we rolled over masses of broken glass, rubble and bricks. Always I drove with the hood up. It was silly, but I felt safer with that flimsy bit of fabric between me and the bombers above.

Meanwhile there was the Home Guard. Though the Morgan never performed like a jeep, she certainly looked an impressive sight with her squad of three Home Guards, tin-hatted, sten-gun armed, and a load of grenades stowed in various corners, as we went out for bombing practice.

By then there was a generous amount of wear on the gear-change striking lever. It meant that an incautious movement left one stuck in top gear and this, of course, always happened in thick

traffic and usually when we were somewhere in the middle of the road at traffic lights. Then there followed an intense wrestle with the gear lever, head well down, to try to see what I was doing, as traffic hooted, blared and otherwise showed its annoyance with the invisible driver.

Those who do not know the capabilities of a Morgan remark upon its smallness. Little do they realize what we have carried. A passenger load of five was common in the younger days of the Morgan. The six-seater car of today may be familiar, but there were times when the Morgan also carried as many: the driver, two on the seat beside him and another three tangled in behind, sitting mainly on the folded hood.

There have been other loads which have called for more delicate driving. The sort of loads which even a car owner might think twice about. A full-size radiogramophone, perched across the back; a 12ft canoe slung from front to rear. The same canoe, incidentally, packed into two bags with luggage for a fortnight, was accompanied by my young son on a holiday trip. The secret was to do all the packing first, then "pour" the youngster into the largest of any crevices left and let him wriggle to make sufficient space.

It was at over 50,000 miles that every visit to the petrol station meant buying both oil and petrol. At the same time the outward appearance of the Morgan was pretty shabby, even in the eyes of her owner. So the Morgan and I paid a second visit to Malvern and after some weeks of deprivation and much calculating of finances, I was presented with what appeared to be an almost new Morgan at a cost far exceeding her original price.

That was nearly ten years ago and now there are some 50,000 on the clock again. A more reliable clock too. The other would cheerfully go right off the dial once it had sped round to 60. That wasn't the only warning of high speed. At 65 m.p.h. the bonnet catches would give way so that the two sides of the bonnet lifted up and other drivers would have thought this was a new kind of Aero-Morgan had they known that hallowed name. At 70 m.p.h. one or more of the distributor wires would vibrate from their sockets.

She doesn't look so young now. Neither does her owner. It was not so long ago, though, that we made the trip to the Hendon testing station. We would show them that these pre-war Morgans were as good as the youngsters. We did. The lighting power of the lamps was the only thing they faulted. But we had not gone more than a mile from the testing station when the spare wheel dropped off and rolled into the kerb.

There were two 21st birthday presents to buy this year. The Morgan's and that of my god-daughter, whom the Morgan carried to her christening. As Jane's present, plus a wedding gift as well, had to go all the way to New Zealand, it is unlikely that the Morgan will make the wedding trip with her.

And the Morgan's present? This might perhaps be thought lacking in sentiment, even to be unfair to such an old 'un. It was a high-compression head. But there is no doubt that the recipient fully approves of the choice and thoroughly enjoys it. She has shown this by cutting a second off her time from nought to 30 m.p.h. and by four seconds off the time to swing the speedo needle from zero to 50 m.p.h. For the record, and according to my son's timing, that was done in 16 seconds.



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Hailwood Share Honours



Immediately after the start of the 500 c.c. final a bunch of 13 riders sweeps round the first bend in close formation. In the lead is R. W. Good (Norton)

ON average there are only two or three race meetings a year at Aberdare Park. It is a pity there are not more for they are so thoroughly enjoyable. Last Saturday's national gathering revelled in the pleasant, informal atmosphere which the Aberaman Club so happily infuses into its affairs to the delight of riders and onlookers alike. Even the weather clerk deemed the occasion worthy of a special effort for, in a depressing spell of countrywide storms and floods, Saturday's balmy weather at Aberdare stood out like a beacon.

It is true the circuit measures only 1,338 yards in length but it has an excellent non-skid surface and embraces a surprisingly high number of tricky bends. Those and the bumps make the going strenuous, and gearing is a knotty problem. Most experienced riders gear moderately low and even then ignore top gear entirely.

Saturday's wins were shared by Alan Trow, who dominated the 350, 500 and 1,000 c.c. races on a brace of Manx Nortons, and Mike Hailwood, who was chased home by Ron Purslow in both the 250 and 125 c.c. events. Hailwood (making his debut at Aberdare) and Purslow both rode two-fifty N.S.U.s and one-two-five Ducatis but Purslow's models were naked while Hailwood favoured dolphin fairings.

It is eloquent of Trow's command of the races that his fastest laps were some 2s down on John Surtees' record times on Nortons, yet all three victories were emphatic. Surtees' 250 c.c. lap record (set on an N.S.U.) survived Hailwood's onslaught by a similar margin but no one was surprised when Hailwood's screaming twin-overhead-camshaft Ducati slashed 3.6s off John Hogan's three-year-old 125 c.c. record made on a two-stroke B.S.A.

In an afternoon enlivened by many a close-fought battle, two races were particularly stirring: the 1,000 and 250 c.c. finals. In the former it was the struggle for places behind the leader which kept the crowds agog with excitement to the end, for Trow had established his ultimate half-lap advantage by half distance.

For the most part the struggle was triangular and involved Fred Wallis and Norman Storer on B.S.A.s and G. J. Turner (Norton), all of whom came up from somewhere around midfield in the early stages. Storer was the first of the trio to lay claim to second berth—by dispossessing R. W. Good (Norton) on the fifth lap. Then Turner and Wallis slipped past Good next time round and the stage was set.

Turner successfully challenged Storer on the ninth lap and Wallis followed suit on the tenth, but they were so tightly

bunched that anything could happen. For a time there was no change in the order and it seemed that the struggle was resolved, if only by the slimmest margins. But the prospect of defeat, even by a machine's length of two, was anathema to Wallis. He squeezed inside Turner on the first

bend of Lap 13, threw caution to the winds for the last three laps and crossed the finishing line with Turner's front tyre almost rubbing his megaphone.

Interest in the ten-lap 250 c.c. final was divided among a number of separate scraps dispersed throughout the field. From a superb start Purslow rocketed to the front and kept Hailwood at bay, though only just, for five laps. Meanwhile, Wallis (B.S.A.) lay third, safely ahead of a fierce duel between John Hamilton (N.S.U.) and Dan Shorey (Norton); Ken James was sixth on his 20-year-old Marsh-and-Fry Excelsior and behind him E. W. Tinkler (Beasley-Velocette) duelled with Turner (B.S.A.).

By half-distance Purslow could no longer hold off Hailwood. A lap later, indeed, Purslow was fighting a challenge from Wallis while James moved up to join issue with Hamilton and Shorey. Two laps from the end Shorey nosed ahead of Hamilton; then, on the final lap, the pair of them and James moved up a place when Wallis suddenly dropped to sixth, his model slowed by a binding rear brake.

Trow's narrowest win was in the 12-lap 350 c.c. final when he beat Wallis (B.S.A.) by two-fifths of a second. But the issue was never in doubt: from the third lap onward, when Hailwood brought his Norton through to third position, the leading trio formed a procession with neither Wallis nor Hailwood able to improve his lot. Wallis finished second again in the 500 c.c. final, though not before he had traded places with Turner several times; as in the 1,000 c.c. Race, they finished nose to tail.

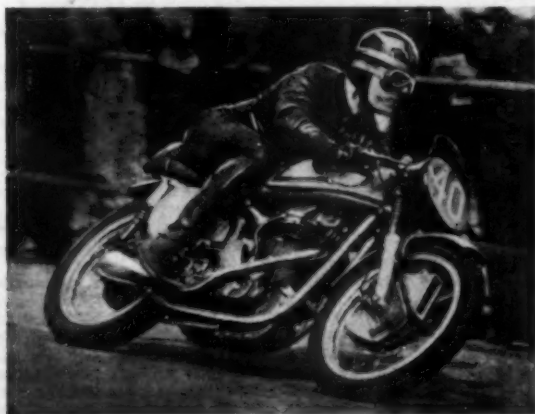
1,000 c.c. Race (heats 6 laps, final 12 laps): Heat 1.—N. H. Storer (499 B.S.A.), 5m 24.6s. Heat 2.—O. J. Turner (499 Norton), 5m 20s. Heat 3.—A. J. Trow (499 Norton), 5m 15.4s. Heat 4.—V. W. Cottle (499 Norton), 5m 30s. Final.—1, Trow, 12m 45s; 2, F. Wallis (499 B.S.A.); 3, Turner. Fastest Lap.—Trow, 49.5s.

500 c.c. Race (heats 6 laps, final 12 laps): Heat 1.—Turner, 5m 28.4s. Heat 2.—Trow, 5m 28s. Final.—1, Trow, 10m 16.2s; 2, Wallis; 3, Turner. Fastest Lap.—Trow, 49.5s.

350 c.c. Race (heats 6 laps, final 12 laps): Heat 1.—Trow (Norton), 5m 21.4s. Heat 2.—S. M. B. Hailwood (Norton), 5m 24s. Heat 3.—J. C. Smith (A.J.S.), 5m 31.4s. Final.—1, Trow, 10m 17.5s; 2, Wallis (B.S.A.); 3, Hailwood. Fastest Lap.—Trow, 50s.

250 c.c. Race (heats 6 laps, final 10 laps): Heat 1.—Hailwood (N.S.U.), 5m 22.2s. Heat 2.—F. Purslow (N.S.U.), 5m 33.2s. Final.—1, Hailwood, 8m 49.4s; 2, Purslow; 3, D. P. Shorey (Norton). Fastest Lap.—Hailwood, 51.6s.

125 c.c. Race (10 laps).—1, Hailwood (Ducati), 9m 8s; 2, Purslow (Ducati); 3, Shorey (MV Agusta). Fastest Lap.—Hailwood, 53.2s (record).



On his way to victory in the 350 c.c. final, Alan Trow heels his Norton into a tight left-hand bend. Trow also won the 500 and 1,000 c.c. races

MODERN ENGINES

PROBING QUESTIONS

BY ALAN BAKER, THE

TECHNICAL EDITOR,

ON A FASCINATING

TWIN-CYLINDER

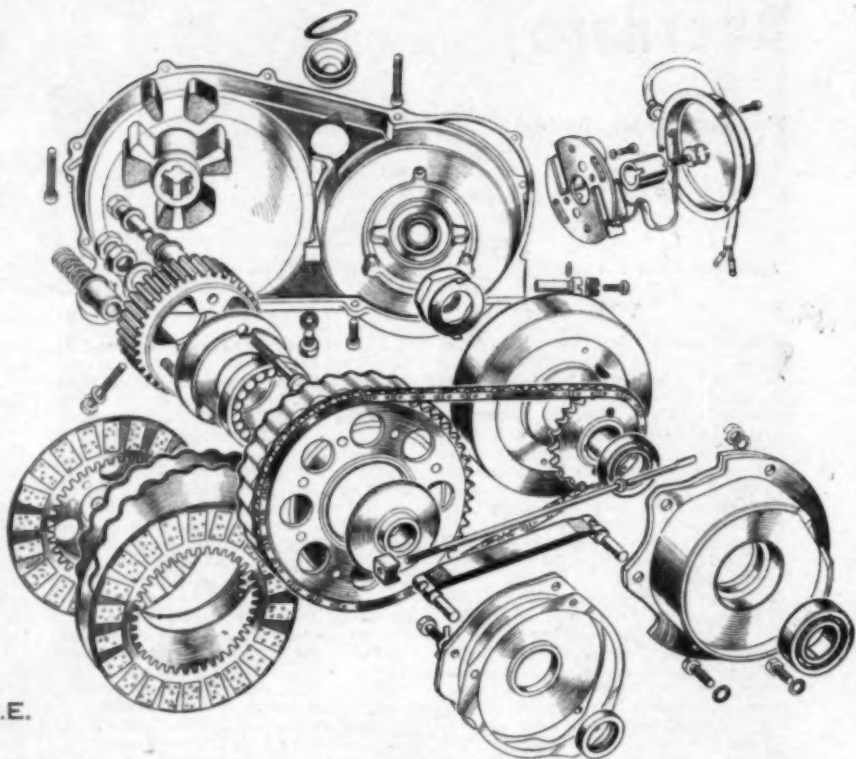
TWO-STROKE

POWER UNIT

ARE ANSWERED

BY CHIEF DESIGNER

VAL PAGE, M.I.MECH.E.



The 249 c.c. Ariel Leader

IN the 1930s and earlier the power unit of the average motor cycle was essentially functional and any good looks stemmed from its proportions and the sheen of polished aluminium. Then came the post-war cleaning-up trend and designers realized that an engine could have true eye-appeal, so the "power egg" appeared, with its rounded contours and minimum of excrescence.

As the car and the scooter have shown, though, there is an acceptable alternative method of securing attractive lines—to cover up the mechanism with bodywork. This, of course, is the method employed by Ariels for the ultra-modern Leader and the deserved success of this fascinating machine could make the egg obsolescent.

From the engine designer's viewpoint the return to functional exteriors is an unmixed blessing. No longer has he to waste metal in making components look

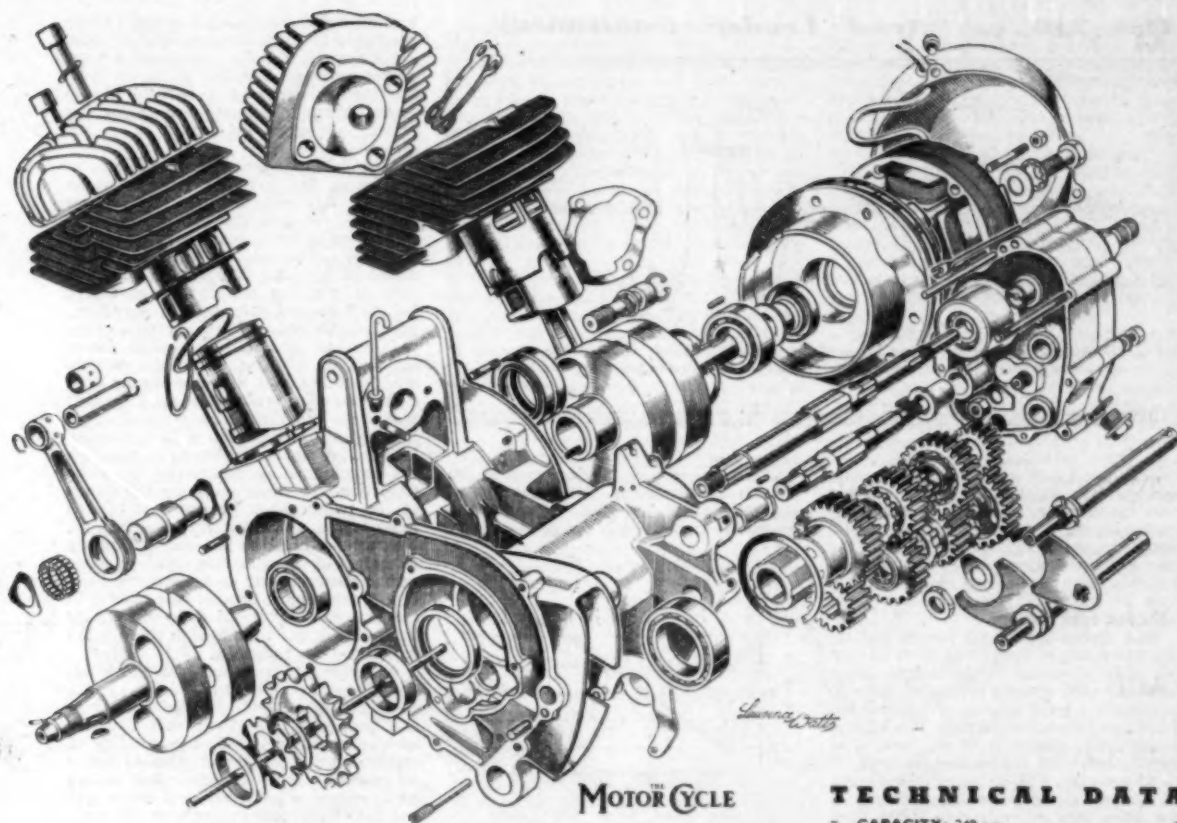
pleasing and, in the case of a two-stroke, reducing the cooling of the crankcase; thus he saves weight and bulk and gains in efficiency. The production engineer, too, is happier: castings need not be fettled because no one objects if the two edges of a joint on a concealed engine do not line up exactly; similarly those castings can be left unpolished and the amount of plating can be reduced, all of which adds up to an appreciable saving in cost.

Because of the complete novelty of the Leader I was, naturally, interested in how the layout was evolved. Hence my first question when I visited Val Page was whether he had designed the frame first and then a power unit to fit it or conversely. He replied that, knowing the machine was to have enclosure, his first decision was to employ a pressed-steel beam for the frame. Such a frame demanded a relatively shallow power unit

so the basic form of that was settled and the frame then designed to take it.

Ariels had been surprised that the response to their researches into customer requirements for an up-to-the-minute motor cycle was so strongly in favour of a two-fifty two-stroke twin. Without this preliminary investigation they might well have settled on a different engine type. Mr. Page said that he welcomed the opportunity of designing a two-stroke again because the last one for which he was responsible had been when he was with J.A.P.s in the early 1920s.

Because of this long gap in his experience, he had collected all possible information on current practice before starting work. The knowledge acquired by B.S.A.s with the Bantams and experimental two-strokes of high performance had been very helpful. He pointed out, though, that the final design was entirely



This "opened-out" and exploded drawing reveals many of the Leader's interesting features. A single die casting embodies the crankcase and gear-box shell. Cylinders are inclined forward at 45 degrees, are heavily finned and have deep spigots. The clutch is unorthodox in that the drum is of corrugated pattern and the centre unit is toothed—with the plates formed to suit. An external flywheel in the chaincase supplements the internal wheels.

an Ariel matter in which his assistant designer, Bernard Knight, played an important part. Bench and road testing during the development period was in the capable hands of Clive Bennett.

The layout of the engine was governed by two main factors—the aforementioned need of low overall height, which called for considerable inclination of the cylinders, and the desirability, from the enclosure aspect, of minimizing width. Thus cylinder centres had to be kept down to a reasonable figure and the generator installation and primary drive made as narrow as possible.

One of the unusual features of the unit is the separation of the crankcase and the gear-box shell though they are die cast as one in DTD424 aluminium alloy. I suggested that the unit could have been shortened and weight saved by integrating the two, so that the rear wall of the crank-

case formed the front wall of the box, or by bolting a separate box to the rear of the case.

Mr. Page agreed but pointed out that the resultant short primary chain would have made installation of a tensioner a grave problem and would have had an inherently briefer life than the relatively long drive. (The reason is that each link of a short chain has less "idle" time between the sprockets and so is working harder.) Moreover, the separation results in maximum cooling of the crankcase, for good volumetric efficiency, and provides space for the carburettor.

The unsplit crankcase—with its detachable end covers housing the main bearings—followed automatically from the true unit construction. An open-ended case makes it possible to dismantle the engine completely without removing it from the frame but in turn demands the

TECHNICAL DATA

CAPACITY: 249 c.c.

BORE: 54mm. **STROKE:** 54mm.

COMPRESSION RATIO: 9.25 to 1

PISTON-RING END GAP: 0.070 to 0.075in ($\frac{1}{16}$ in peg). **SIDE CLEARANCE:** 0.002 to 0.004in.

PISTON CLEARANCES: Top land, 0.010 to 0.012in; bottom of skirt, 0.003 to 0.004in.

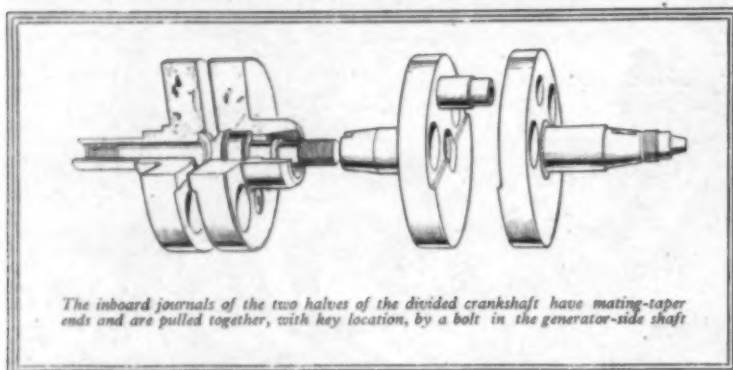
IGNITION TIMING: Contact breaker points begin to open 20° before top dead centre.

ENGINE DIMENSIONS: Crankshaft drive, side, generator-side and middle ball bearings 25mm bore x 52mm outside diameter x 15mm wide. Crankpins, 0.8972 to 0.8969in diameter x $\frac{1}{2}$ in long over journal. Big-end bearing: each comprises two rows of 16 $\frac{1}{8}$ x $\frac{1}{4}$ in rollers; small-end bushes, 0.4005 to 0.4003in bore x 0.7035 to 0.7025in outside diameter x 0.755 to 0.745in long; connecting-rod length, big-end to small-end centres 4.5in. Cylinder centres, 3 $\frac{1}{2}$ in.

PRIMARY TRANSMISSION: $\frac{1}{2}$ in-pitch x 0.225in-wide roller chain on 6.140in nominal centres. Chain length, 70 pitches; 22-tooth engine sprocket, 50-tooth clutch sprocket.

GEAR-BOX DIMENSIONS: Shaft centres, 1.919 to 1.917in. Mainshaft sleeve-gear ball bearing, 35mm bore x 62mm outside diameter x 14mm wide; sleeve-gear bushes (two off), 0.8636 to 0.8635in bore x 0.956 to 0.955in outside diameter x $\frac{1}{2}$ in long; mainshaft ball bearing, 17mm bore x 40mm outside diameter x 12mm wide. Layshaft drive-side and kick starter-side bushes (flanged), 0.6135 to 0.6125in bore x 0.796 to 0.795in outside diameter x 0.820in long to 0.15in-thick flange. Internal ratios, 3.2, 1.86, 1.31 and 1 to 1.

The 249 c.c. Ariel Leader (continued)



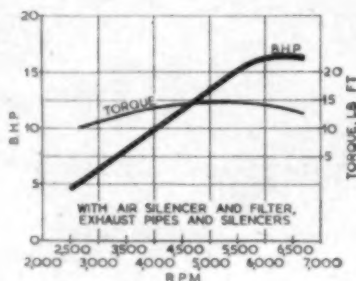
The inboard journals of the two halves of the divided crankshaft have mating-taper ends and are pulled together, with key location, by a bolt in the generator-side shaft

divided crankshaft with its ingenious taper and end-key coupling. I asked whether that construction results in a shaft less torsionally rigid than one having a solid middle journal. The answer was that the use of a lin-diameter male shaft in conjunction with a lin-long taper gave at least as stiff a crankshaft as would the orthodox construction.

En.8 carbon steel, heat treated and refined to a tensile strength of 45 to 50 tons per sq in, is utilized for the circular crank webs and their integral mainshafts because it ensures a good grip on the pressed-in En.351 nickel-steel crankpins. The balance factor finally chosen is 55 per cent, after experiments with factors ranging from 35 to 65 per cent. These experiments were, of course, carried out with an engine in the frame because only thus could their true worth be assessed. In this connection I was interested to learn that a method of rubber mounting for the power unit—admitted by Mr. Page to be rather primitive—was tried in the early stages. With resilient engine suspension the attachment points should ideally lie on the axis of minimum inertia; that was not possible for purely practical reasons and in consequence the vibration was quite pronounced.

"Bore and stroke," I said, "are equal at 54mm. Why did you decide on a square engine?" Mr. Page stated that he did not regard the bore-to-stroke ratio as critical on a touring engine; similar results could be obtained over quite a wide range. However, he wanted a short engine and work on the drawing board soon showed that 27mm was the minimum crank throw which would permit the hexagonal-bar crankshaft spanner to clear the big end when entered through the mainshaft on the generator side. The resultant 54mm bore meant that the cylinder axes could not be less than 3½in apart if there was to be adequate space for the inboard transfer passages. A longer stroke would, of course, have permitted closer cylinder centres but would also have resulted in a larger crankcase and longer cylinders—in other words, the taller engine which was unacceptable. In any case 3½in was reasonable in terms of the rocking couple inseparable from the 180-degree twin, and the overall width, too, was not excessive.

I then asked why, having gone to the trouble of machining the crankcase to provide a mere ½in clearance round the flywheels—in the search for good primary



Power output and torque characteristics of the Leader engine are shown on the graph above

compression—he had not sealed off the balance holes in the crank webs, either by means of light-alloy covers or by filling the holes with cork. "We tried it,"

replied Val, "but found it actually detrimental to the performance. Had we been scratching for the last fraction of a horse power we might have had to fill the holes and modify elsewhere to suit the altered characteristics. However, our engine was already giving all we needed so we left well alone."

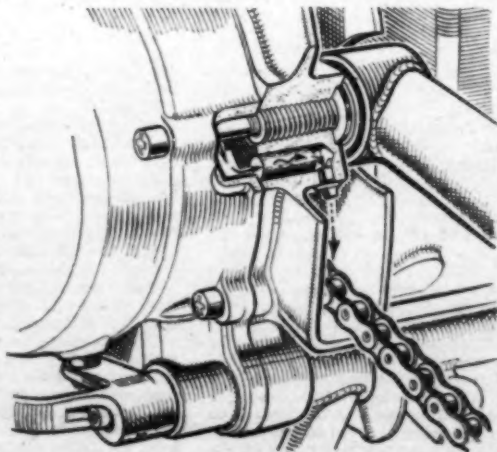
It will be recalled that in addition to the inside flywheels the Leader has an external flywheel, of close-grained cast iron, in the primary chaincase; it is pressed on to the sprocket hub and located by a key. The external wheel has a diameter of 5½in and is thickened considerably at the rim to get the maximum benefit from that diameter. It is interesting that the total moment of inertia of the four internal wheels, which weigh 8lb in all, is 0.453 whereas that of the external wheel is 0.343 from a weight of only 2½lb.

Because of the stiffness of the drive-side mainshaft and the short overhang from bearing to sprocket, shaft deflection under load is very small. However, to minimize the variations in ignition timing caused by deflection, the heels operating the points of the twin contact breakers are located at 90 degrees to the direction of chain pull. The contact breakers are mounted on the outer half of the chaincase which registers on the crankcase end cover; accurate location of the contact-breaker base relative to the crankshaft is ensured by machining its seating at the same time as that for the register on the end cover.

As the engine is capable of high revolutions (power peak occurs at 6,400 r.p.m.), I queried the use of crowded-roller big-end bearings. Mr. Page said that inadequate guiding rather than skidding of crowded rollers was more often to blame for failures. The rollers were kept square on by means of hardened-steel spacer and end washers, in conjunction with the minimum of end clearance. There was no doubt of the longevity of a crowded-roller bearing, and the big end in the Leader engine was the most durable of the several patterns tried. He pointed out that the end washers had a triangular, not circular, periphery to enable oil to get to the rollers.

Mechanical quietness is particularly desirable on a machine fitted with leg-

Rear-chain lubrication is effected by wick feed from the oilbath primary chaincase. Note the brake-pedal height adjustment beneath the case



shields and a windscreen. Not only can they form a sounding board but noise is more audible because the rider is seated in a pocket of relatively still air. With these facts in mind, Mr. Page specified that the gudgeon-pin axis should be offset $\frac{1}{8}$ in to the rear of the cylinder axis.

The offset has the same effect as *désaxé* of the cylinder relative to the crankshaft: the movement of the piston across the bore from the non-thrust to the thrust face at top dead centre is softened and so slap is minimized. It was decided to offset the gudgeon pin rather than the cylinders for greater simplicity of machining; the small amount involved has been found to have a markedly beneficial effect on piston noise without any disadvantage at the bottom of the stroke where, of course, the piston tends to move across more rapidly than with no offset.

Since the carburettor choke is horizontal the mixture has to flow in a turn of 45 degrees to enter the crankcase through the ports in the cylinder spigots. Some downdraught would have improved the gas flow, said Mr. Page, but would have resulted in too cramped an installation of the carburettor under the frame member. Careful attention to the shape of the inlet passages however, has resulted in

straight rebound surface is free from any tendency to uneven distribution.

Design of the transfer passages is based on Bantam experience and little experimental work was needed to achieve satisfactory results. To avoid interference by the flywheels the entries to the transfer passages are ports in the deep spigots of the cylinder barrels; as a result the passages are short, a feature which promotes good gas flow, though at some expense of column inertia which can assist transfer towards the end of the scavenging stage.

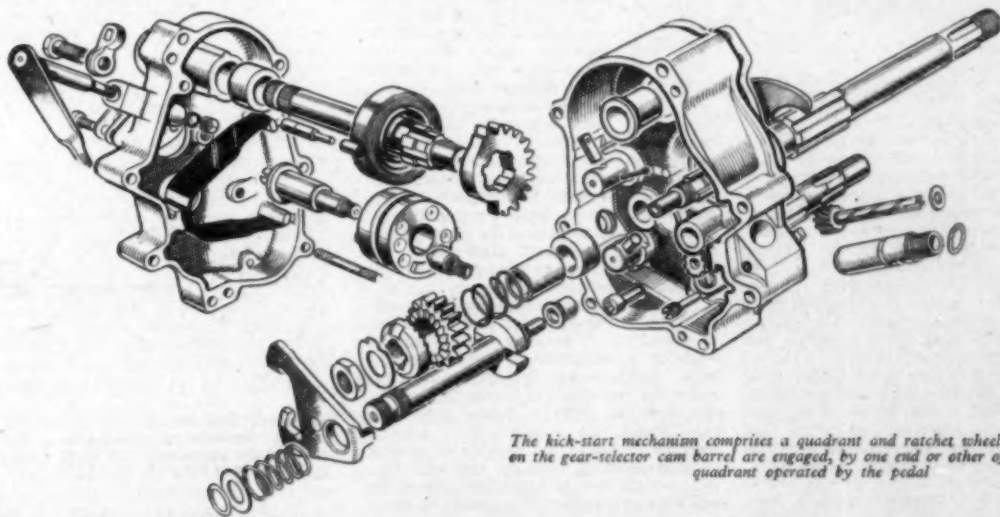
Looking at the wide-pitch finning on the cylinder barrels, with its 10-degree negative incidence, I inquired whether the barrels had been designed like that from the start. "Oh no," replied Val Page. "Although the original design had the wide-pitch finning (which I like because it lets the air get in to the hotter regions) this was at right angles to the bore. But we suffered bother through local overheating in the exhaust-port region and changed over to the present scheme which has proved absolutely satisfactory." He pointed out that the exhaust tract in each barrel was longer than normal and so had a high heat capacity which accounted for the trouble with the earlier finning. The

bretta TV175 described two weeks ago. Apparently combustion-chamber design was another aspect where B.S.A. knowledge had been helpful. Where economy and medium-r.p.m. torque were the aims, rather than the maximum top-end power, B.S.A. experience was that the par-spherical form was the most suitable.

However, alternative sparking-plug positions had been tried, to the sides and rear of the cylinder axes, but the 25-degree forward inclination adopted had proved to be the best; this fact was attributed to the particular flow pattern of the transfer streams. That the location also gave advantages in accessibility was incidental but welcome.

As would be expected of a modern two-stroke, much of the development work was devoted to suiting the exhaust-pipe length and silencer characteristics to the engine. Among the schemes tried and rejected was the siamesed—no satisfactory results could be achieved therewith in spite of ringing the changes on the variables. The pipe length finally chosen is 20½ in to the initial expansion cone of the silencer, and the diameter is 1½ in.

It was necessary also to devote much attention to the induction side to avoid any restriction on breathing. The air filter,



The kick-start mechanism comprises a quadrant and ratchet wheel, and the pegs on the gear-selector cam barrel are engaged, by one end or other of a claw-shaped quadrant operated by the pedal

adequate breathing for the desired performance.

The incoming gas stream from the carburettor is not divided into two by a "wedge" in the tract but rebounds off the almost straight mid-section of the U-passage linking the inlet ports. Mr. Page was emphatic regarding the advantages of this arrangement in a production engine. Although on flow test the wedge manifold will pass rather more gas, the position of the apex is critical: the slightest displacement to one side or other gives rise to uneven distribution—commonly known as bias—between the cylinders. Thus it only needs a core to shift minutely during manufacture and not only will one crank chamber get a smaller or weaker charge but less oil as well. A manifold with the

length was necessary, though, to give an easy change of section from rectangular at the port to circular at the pipe, and to permit as simple a pipe shape as possible.

Finning on the cylinder heads—beautifully clean pressure die castings in LM-2M light alloy—was originally straight. Then tests on the direction of the actual airflow over the heads were carried out on a prototype machine, as a result of which the cranked fins were standardized with, again, an improvement in cooling.

Combustion-chamber shape is the classic part-spherical (unmachined because of the accuracy possible with pressure die casting), while the piston crowns have a shallow dome. I asked if any experiments had been carried out with other shapes such as the squish type used on the Lam-

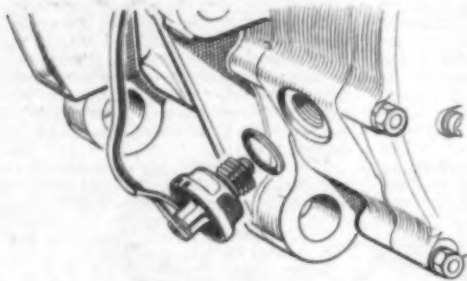
the damping chamber (formed by the right-rear engine support) and the strangler all had their effect on the air flow, and passage sizes throughout had to be of surprisingly large diameter.

Turning from the engine to the transmission I queried the use of a leaf-spring tensioner in the primary drive; my reason was that on the over-run the lower run of the chain becomes tight, straightens out the tensioner blade and results in a lot of slack in the upper run, with consequent snatch when the throttle is opened again.

If I had expected to catch Val Page on the hop, I was disappointed. He first pointed out that the leaf-spring device fitted, with its synthetic-rubber facing, is not a tensioner but an adjuster; that is, it does not apply any spring pressure to the

chain in normal running and, in fact, must not be used to take out all the slack. Secondly, the "reversed" or over-run loads of a two-stroke are considerably less than those of a four-stroke so that the adjuster is not subjected to heavy straightening forces. Finally, with a new chain the adjuster blade is flat and by the time it has taken up much curvature the chain is at the end of its life. "And that," he said, "will be after quite a large mileage, to judge by the two models that covered 10,000 miles in Wales; the chain of one was never adjusted and that of the other only once."

That last remark furnishes convincing evidence of the adequacy of the $\frac{1}{2}$ -pitch simple chain for its duties. There is, of



An ingenious extra is a neutral-indicator switch which screws into the rear of the gear box

course, no point in "over-chaining" and the $\frac{1}{2}$ -pitch chain has the advantages over the $\frac{1}{2}$ -pitch variety in having unwaisted side plates (better for use with a slipper adjuster) and in quietness and smoothness for given sprocket diameters. As there is a wick feed to the rear chain, capacity of the primary case, $\frac{1}{2}$ pint of SAE20 oil, is greater than might be expected; in spite of the bleed, topping-up is required only at intervals of several thousand miles.

With the Leader, Ariels have become decidedly plastics-conscious because, in addition to the various nylon components mentioned in our description published on July 17, this tough, hard-wearing and oil-proof material is employed for the nut on the end of the primary-chain adjuster rod and for the sleeve which engages with the flat on the rod.

The "corrugated" clutch drum, a steel pressing riveted to its sprocket, next came in for scrutiny. It is clear that the slots of the normal type of drum will tend to open out under load, and this lack of rigidity limits the number of slots which can be used. By making the drum continuous, Ariels have achieved a large number of driving faces (24) in the simplest

way and with no likelihood of distortion.

Another advantage, which applies also to the toothed centre unit, is minimum angular backlash without risk of the plates sticking. I inquired whether the gear formation of the centre unit was any more expensive to produce than the usual splines; there was no appreciable difference, I was told. The punch for producing the holes in the driven plates, incidentally, is made with a similar cutter to that which generates the teeth on the centre unit, thereby ensuring accuracy of fit.

"Why," I asked, "do you prefer bonded-on to inserted friction segments on the clutch plates?" Better heat dissipation is the main reason: the segments transmit their heat to the plates through

face contact and not edge contact. Although a solid plate has more area of metal than one with "windows"—and so might be expected to be heavier—its greater inherent rigidity permits the use of 16-gauge steel instead of the 12-gauge of which the plates with inserts are made.

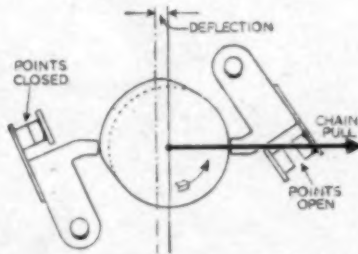
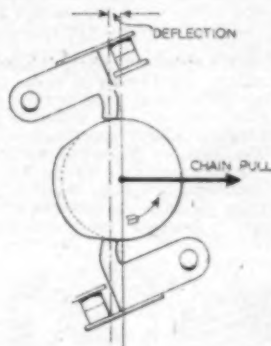
The gear-box internals are basically those of the CP Burman heavyweight assembly but with narrower gears to suit the power transmitted and to give a $\frac{1}{2}$ -inch narrower case. Since the shaft sizes are unchanged their reduced length results in less tendency to deflection which is usually a

cause of gear whine. It was necessary to modify the CP design to fit the foot controls into the machine's layout. To bring the gear pedal farther back the cam barrel and selector forks were transposed from ahead of to behind the gear cluster; also the kick-starter mechanism was located at the top to give the pedal increased ground clearance.

The gear-box reductions are 32 per cent from top to third, 42 per cent from third to second and 72 per cent down to bottom—giving a bottom-to-top interval of 3.2 to 1. My view was that the spacing was rather too wide for the engine characteristics, but Mr. Page explained that since the Leader was intended as a touring machine it had to be capable of getting away comfortably, two-up and with luggage, on the sort of gradients likely to be met on alpine passes. Experiment on those lines had settled the bottom-gear ratio, while top was chosen to give peak revs at about 70 m.p.h. As the graph on page 250 shows, the power output at those r.p.m. is just over 16 b.h.p.

The only special point about the electrical equipment is that the emergency switching produces a spark at the right-

hand plug only. Main reason for this arrangement is the fact that a six-pole rotor is employed; if both plugs were fired, the pulses to the coils would be of opposite polarities. A coil is more efficient for one direction of current than the other because in one case the primary voltage is added to the secondary while in the other it is subtracted therefrom. Further, the plug insulation itself would break down at a lower voltage with reversed current flow. Add to this train of logic the considerable complication of switching and wiring necessary to feed both coils and you get a strong argument in favour of the one-lung starting. As we of *The Motor Cycle* have proved on test, the



Exaggerated diagrams showing the effects of crankshaft deflection on contact-breaker operation when the chain pull is at right angles to (above) or in line with the cam followers

emergency starting is completely satisfactory.

The weight of the Leader power unit—complete with carburettor and generator, clutch and gear-box internals—is 84 lb only. To have kept down to $5\frac{1}{2}$ lb per b.h.p. with such an obviously robust unit is very creditable and would be almost impossible if power-egg styling had been called for.



When the primary chain is new, the blade of the adjuster—faced with synthetic rubber—has negligible curvature

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COMPETITION
Commentary
BY
RALPH VENABLES

Start Young

Four Promising West Country Riders : Scrambles Star Positions

WHEN in the West Country this summer I have watched some impressive performances by four young scramblers—Terry Cox (Somerton), Billy Jackson (Gloucester), Ken Messenger (Swindon) and Graham Wiggins (Bradford-on-Avon)—one of whom is still in his teens and the others in their very early twenties. "If you're going to start at all," said Wiggins' father to me the other day, "you must start young; the later you start scrambling the harder it is to succeed."

ISUPPOSE that is true of any form of sport, and Fred Wiggins can point to his son's achievements as proof of the theory—for Graham celebrated his 16th birthday two years ago and within a couple of months he was scrambling. Now, during the past ten weeks, young Wiggins has won seven races, finished second in 11 and third in seven. Yet his father is a firm believer in novices pitting their skill against experts. "That's the only way," he contends, "that the youngsters can judge their ability—you learn nothing by winning!"

THE diminutive Terry Cox, employed as a mechanic at a Yeovil garage, started scrambling just under three years ago. Now, at the age of 22, he ranks as one of the most successful riders in the West and has been selected to ride in the Inter-Centre Team Scramble for the second year in succession. Half a dozen wins in the expert class this season have included victories against such stars as Brian Martin, Ivor England (whose 1956 B.S.A. he acquired last March), the Sharp brothers and the Jarman brothers—convincing proof that young Cox has benefited from riding against real opposition. He strikes me as being particularly good on the muddy courses so common in the South-Western Centre.

BILLY JACKSON, whose father and uncle are among the best-known trials riders in Gloucestershire, started competition riding as soon as he was old enough to hold a licence. Trials were his first love, but now—at the age of 21—he has just recently developed into a scrambler

of great promise. Like Graham Wiggins, he has had most of his successes on a Greeves. In the national Cotswold Scramble two months ago he retired with a broken chain when lying fourth in the 200 c.c. race, then finished fourth (behind Dave Bickers, Don Rickman and John Harris—all on factory-prepared machines) in the 250 c.c. race. "A rider worthy of trade support next year," said Michael Jackson, a fellow competitor in the "Cotswold"—and he could well be right.

LIKE Billy Jackson, Ken Messenger is tall and lean—the Don Rickman build which looks all wrong for successful scramblers but evidently isn't! He works on his father's market garden at Swindon and, again like Billy Jackson, his introduction to motor-cycle sport was as a trials rider (at the age of 17). Messenger has been scrambling for two seasons now, and at 21 he is on a par with Terry Cox. Indeed, the two of them have indulged in many a well-matched duel, their B.S.A. Gold Stars seeming to possess an identical turn of speed.

MESSENGER has something else in common with Terry Cox (and with Graham Wiggins and Billy Jackson, too)—an enthusiastic father who does everything possible to help and encourage his son. Last week I was discussing the recipe for scrambles success with one of these four youngsters, and he gave me his answer without hesitation: a little money, a little luck, a good machine and a good father!

Club secretaries, quite rightly, are proud of such youthful riders as those whom I have just discussed here—yet how many secretaries show their pride by nominating their eligible members for the annual Pinhard Prize? Shamefully few, from what I hear, and I really do feel that they should mend their ways. An announcement giving all the details appeared on page 239 of last week's issue. Centre secretaries throughout the country (and secretaries of non-territorial clubs, too) already have entry forms for this year's contest. One thing is certain; winners of the Pinhard Prize in past years have leapt into prominence almost from the moment of nomination. Just look at the last four winners: John Surtees (1954), Jeff Smith (1955), Arthur Lampkin (1956), Roy Peplow (1957). Will this year's winner become equally famous?

A FORTNIGHT ago I gave an up-to-date interim report on the A.C.U. Trials Drivers' Star and mentioned that the tardiness of some organizers made it virtually impossible to publish the positions for the Scrambles Drivers' Star.

The A.C.U. is still awaiting the returns from two organizers but, despite this, it has been not too difficult a task to arrive at the current situation (up to and including the Lanca Grand National). Dave Curtis leads quite comfortably with 23 points, Don Rickman is second with 19, Jeff Smith and Arthur Lampkin share third berth with 17 each, Brian Martin is fifth (16) and Andy Lee is sixth (15). One Matchless followed by five B.S.A.s.

MENTION of these statistics puts me in mind of a young enthusiast named Hugh O'Neill from Terenure, near Dublin. For the past two years he has been writing to organizers in all parts of the British Isles and other European countries (even some behind the Iron Curtain) asking for programmes and results of trials, scrambles, road races and grass-track meetings. When I last heard from young Hugh he had 460 programmes culled from 23 different countries, and was confident of topping 500 by the end of this year. What a mine of information!



Terry Cox (499 B.S.A.) well above the top of a hump in the Shepton Mallet scramble

"I make an intense study of these programmes," he told me, "and do my utmost to memorize names of riders, their machines, their home towns, their usual riding numbers in races, the number of laps in each race or scramble, the length of each circuit, and so on." Such fanatical enthusiasm should not go unrewarded, and anyone with old programmes to spare could do a great deal worse than send them to Hugh O'Neill, 10, Parkmore Drive, Terenure, Dublin.

HOLIDAY NOTES



The winding Arrow, a lovely river in Herefordshire. This restful scene is at Eardisland

Look at Rivers

By "LANDLOPER"

HOW often have you stopped to lean on a bridge and watch a river flow under the arches? Perhaps some young stream in Wales, with the brown water of the mountains bubbling excitedly over stones as it hurries down to the lowlands; or perhaps the more majestic flow of a mature river that swirls with relentless purpose on its way to large towns and the sea.

SCENERY AT ITS BEST is to be found along the rivers. The shelter of the deep-cut valley and the fertility of the watered pastures combine with the grace and interest of the river itself to create such beauty spots as the Wye Valley, Dovedale and the Shakespeare country of the Avon. Interest is always there. From the earliest times men have lived by the rivers, needing the water for many purposes, from drinking to working mills.

RIVERS ARE natural barriers, and builders of castles were quick to take advantage of the added security of such defences. Shrewsbury, Durham, Ludlow and Stirling castles all stand boldly overlooking rivers. Before the age of bridge building, the places where rivers could be crossed were of great importance, both as points to be defended and as natural meeting places. Towns with ford names such as Oxford, Stratford, Bradford and

many others all owe their foundation to easy crossing places on various rivers.

ONCE HIGHWAYS (as the great waterways still are), rivers brought trade to many places along their banks. The barges of the Severn helped build up the

pottery and iron industries of Ironbridge Gorge, and towns such as Bridgnorth still have a nautical air about them. At one time the Severn was famed for its coracle men in their little boats of wicker covered with waterproof material, but there are now few left.

.....ROAD WORKS.....

THE AUTOMOBILE ASSOCIATION reports that congestion is likely during the coming week on the following holiday routes:—

A4 (London-Bath).—Single-line traffic at Box Village, near Bath.

A361 (Taunton-Bampton).—Diversion at Frome; single-line traffic $2\frac{1}{2}$ miles west of Wiveliscombe.

A3 (London-Portsmouth).—Single-line traffic on Guildford Bypass.

A20 (London-Folkestone).—Single-line traffic at Bearsted, between Maidstone and Charing.

A6 (London-Carlisle).—Single-line traffic at Milnthorpe, between Carnforth and Kendal; single-line traffic south of Shap, between Kendal and Penrith.

ROAD BUILDERS have often been glad to utilize the valleys cut by the rivers, but they usually prefer to keep to the higher levels because rivers are fickle and the pleasant stream of midsummer may be an angry torrent ranging wide of its banks in winter.

BRIDGE DEVELOPMENT reflects the growth of our building skill. The first were the clapper bridges (a large slab of stone supported by stones at each end to form a span) such as are found on Dartmoor. The Romans mainly used fords and built few bridges, but those they did erect were mostly of wood. Many so-called Roman bridges are of a later date. The greatest bridge builder was Telford. Other features of rivers are weirs—in many cases with a salmon ladder—water mills and ferries. There are many varieties of ferry, from the simple rowing boat to the chain ferries of the Avon and the Severn—ferries that utilize the power of the current to swing them across the river on a wire cable.

ORDINARY ROAD MAPS are on too small a scale to be of much use to the follower of rivers. The half-inch or inch maps are needed; indeed the inch map shows every lane and track and is ideal for the enthusiast who tries to follow the river right along its course.

FOR THE AMBITIOUS tourist there are long rivers such as the Thames and the Severn. The latter flows from Plynlimmon in Wales and through the rich counties of Shropshire, Worcestershire and Gloucestershire before reaching the sea. The Thames—London River—has long been a favourite and never loses its attraction. Many are those who have attempted to find its initial babbings in meadows west of Cricklade. For shorter trips there are smaller rivers which offer wonderful, if not such varied, scenery. For example, the Windrush with its thread of lovely Cotswold villages; the Conway with the wilder scenery of Wales and the charm of Bettws-y-coed; or the Warwickshire Avon flowing peacefully through the Shakespeare villages.

AVOIDING HEAVY TRAFFIC

THERE are times when many Londoners may seek a change from a trip to the sea at weekends. On such occasions Stratford on Avon, the home of Shakespeare, is a great attraction and traffic on the main route is usually heavy. An alternative route recommended by the R.A.C. totals 109 miles and is as follows:

Leave by Bayswater Road from Marble Arch and, at Shepherds Bush, turn right by the traffic lights and pass over the cross-roads into Wood Lane. By White City Stadium turn left and continue along Western Avenue to the cross-roads 4½ miles farther on. There turn right across the railway and, at the traffic lights, turn left into Bridgewater Road.

The route then lies through Alperton, Sudbury, Harrow, Pinner Green and Rickmansworth. Remain on A404 until the junction with A413 where turn right to Amersham, Great Missenden and Monks Risborough. There turn left on to A4010 through to Princes Risborough. Leave by Duke Street and 200 yards farther on keep left on A4129 to Thame. Leave Thame by High Street, carry on along B4011, join A41 just past Blackthorne and so into Bicester.

Leaving Bicester by the Oxford road, turn left on to A4095, then turn right and pass over the cross-roads on to B4030 through Hopcrofts Halt. At the junction with A34 turn right and at the fork of roads (A44) bear left to Chipping Norton and Moreton in Marsh. Then take B4479 and B4035 to Chipping Campden, thence through Mickleton to Stratford on Avon.

One of the few remaining clapper bridges—that at Post Bridge, Dartmoor, across the Dart

Weather Forecasting

NOTING THE WIND

By DAVID BOWEN, F.R.Met.S.

WHEN WE HEAR on the B.B.C. that "winds will be westerly" it means, of course, that they will be blowing in a general direction from west to east. On average, that is what generally happens for about seven or eight months of each year. One day the wind will be exactly westerly, the next day south-westerly, the following week north-westerly.

All these changes of wind direction mean changes in the general weather trend. "Moderate" (that is, moderately strong) or "strong" westerly winds that are expected to change to another direction within a matter of hours mean unsettled weather, or a continuance of unsettled weather. Don't rely too much on short, bright intervals under such conditions. However, if the wind, when blowing from any point of the compass, dies down without changing direction, it is a favourable

sign at most times and in most parts.

"Wind from the East, a day or two at least." Yes, easterly winds can be very persistent once they set in, and they are usually dry. In such circumstances all parts of the country except, perhaps, the extreme East Coast regions will usually have sunny periods. But on the few occasions each year when easterly winds do bring rain, then expect 12 or 15 hours to go by before the sun appears once more.

In summer and autumn a gentle breeze from the south or south-west will often precede and accompany fine weather. Gusty winds from that quarter, however, mean rain and thunder.

In winter, westerly and southerly winds are nearly always mild. Prolonged cold weather is brought in by easterly and northerly winds.

WHAT'S ON

Aberdeenshire.—September 3: Highland games, Aboyne. September 4: Royal Highland Gathering, Braemar.

Argyllshire.—August 29 and 30: Highland games, Cowal.

Channel Islands.—August 28: Battle of flowers, Guernsey.

Derbyshire.—To October 5: Illuminations, Buxton.

Devonshire.—To September 14: Sea-angling festival, Teignmouth. September 6: Carnival, Totnes.

Dorset.—September 3 to 6: Angling festival, Weymouth.

Essex.—To August 30: County cricket week and carnival, Southend on Sea. To October 19: Illuminations, Southend on Sea.

Glamorgan.—To September 27: *Son et Lumière*, Cardiff Castle.

Gloucestershire.—To September 18: *Son et Lumière*, Gloucester Cathedral.

Hampshire.—To September 2: County cricket week, Bournemouth. September 3: Horse show, Romsey. September 5 to 7: Air display, Farnborough.

Herefordshire.—September 6: River carnival, Hereford.

Isle of Man.—August 28: Carnival, Douglas. August 30 to September 6: International Dance Congress.

Isle of Wight.—August 28 to 30: Carni-

val, Cowes. September 1, 6, and 7: Yachting, Cowes.

Kent.—To September 28: Illuminations, Ramsgate. August 28: Horse show, Herne Bay. August 28 to 30: Carnival, Birchington. August 31: Regatta, Margate. August 31 to September 7: Carnival, Westgate on Sea.

Lancashire.—To October 20: Illuminations, Morecambe. September 1 to 30: Sand yachting, Lytham. September 3 to 9: Cricket festival, Blackpool. September 5 to October 20: Illuminations, Blackpool.

Lincolnshire.—To October 7: Illuminations, Skegness. September 6 to 12: Carnival week, Skegness.

London.—To October 11: *Son et Lumière*, Greenwich. September 3: Floodlit Athletics, London v. Warsaw, White City.

Perthshire.—September 6: Highland games, Pitlochry.

Sussex.—To September 2: County cricket week, Hove.

Warwickshire.—To October 4: Illuminations, Leamington Spa.

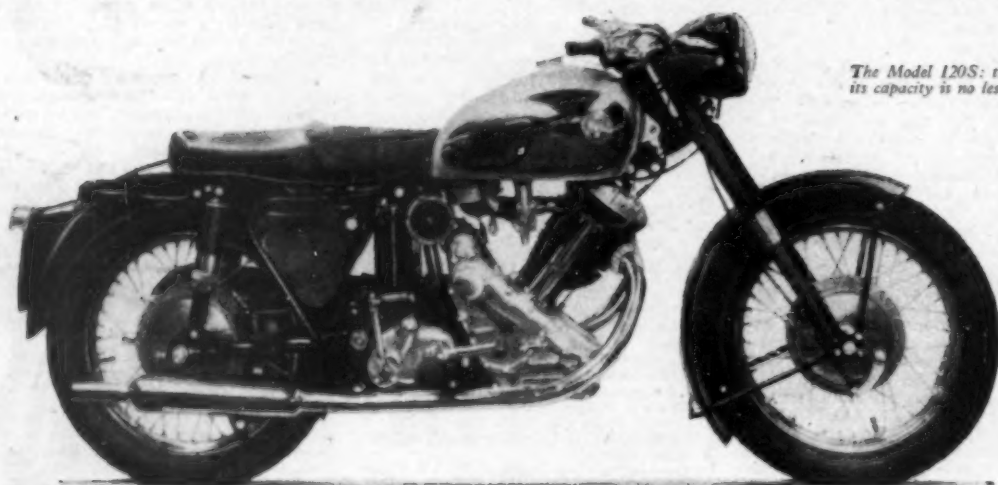
Yorkshire.—September 3 to 9: Cricket festival, Scarborough. September 4 to 6: Horse trials, Harewood. September 7: Veteran car rally, Hull to Scarborough.

(A full list of motor-cycle fixtures appears on page 269)



A BIGGER PANTHER

New Three-fifty Twin Two-stroke and the World's Largest-capacity Production Single—the

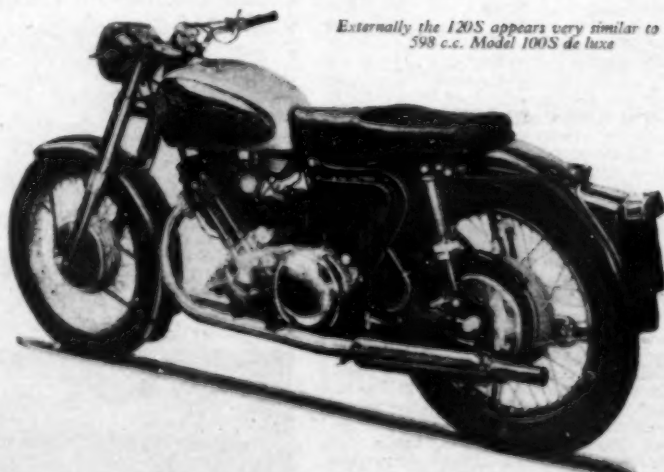


The Model 120S: though a single, its capacity is no less than 645 c.c.

IN the 11-model Panther range for 1959 the emphasis is on the two main trends in the Cleckheaton factory's production in recent years, namely, light-weight two-strokes and big single-cylinder four-strokes with a primary appeal to the family sidecarist. In both cases the emphasis takes the form of a new model which supplements the existing range.

Known as Model 45 Sports, the new two-stroke is basically similar to the 249 c.c. Model 35 Sports except that, on the newcomer, the tuned twin-cylinder Villiers engine has a swept volume of 324 c.c. (Designated 3T, the new power unit is virtually identical with the small one but the cylinder-bore dimension is increased from 50 to 57mm; stroke in both cases is 63.5mm.) Having a capacity of 645 c.c. and designated Model 120S, the new four-stroke is an enlarged version of the well-established 598 c.c. Model 100S de luxe and takes over from that model the distinction of being the biggest single-cylinder machine in production.

The Model 45 Sports shares with the other twins (35 Sports and 35 Standard) a strengthened version of the frame and pivoted front and rear forks hitherto common to all the two-strokes. (The frame and forks retain their earlier form on the 197 c.c. models 10/3, 10/3A and 10/4.) It will be recalled that the front fork is notable for styling which gives it almost the appearance of a telescopic fork. The tapered lower portions of the stan-



Externally the 120S appears very similar to the 598 c.c. Model 100S de luxe

chion tubes follow the curvature of the rear half of the deeply valanced front mud-guard, while the telescopic suspension units are virtually co-axial with the straight upper portions of the stanchions; the suspension units' top anchorages are neatly concealed within the open ends of the stanchions.

The strengthening takes the form of a curved tube connecting the two stanchions

immediately above the fork pivot, and two U-shape, 16-gauge steel pressings welded as gussets into the angle formed between the stanchion upper and lower members. Bracing of the rear fork (made of flattened, oval-section tubing) is achieved by welding 4in-thick steel plates across the pivot and cross tubes and joining the plates to the fork arms by gussets. All the joints in the bolted-on rear sub-frame

RANGE

Model 120S with 645 c.c. Engine

are also gusseted and the ends of its lower attachment bolt are connected to the rear engine plates by two $1\frac{1}{2}$ in steel plates.

On all the lightweights the rear portion of the frame is enclosed by a fabricated, pressed-steel panel in the sides of which are formed compartments to house the tool kit on the left and the battery on the right; the front of the panel conceals the electric horn. The lower and rear edges of the panel sides are shaped to conform to the lines of the pivoted fork and shock absorbers. Another feature common to all the two-strokes is the use of full-width hubs and 3.25×18 in tyres front and rear. Brake sizes vary, however. The one-nine-sevens have 5in-diameter brakes in both wheels; on the 35 Standard the size is 6in, while the 35 Sports has a 6in rear brake and a 7in front brake.

Both the two-fifty twins are fitted with the Villiers 2T four-speed engine-gear unit, but on the sports version the engine is tuned and has a compression ratio of 8.7 to 1, whereas the ratio on the standard model is 8.2 to 1. Incidentally, the only significant difference between Model 45 Sports and the smaller twins, apart from engine size, is that the 324 c.c. model pulls higher overall gearing: top-gear ratio on Model 45 is 5.9 to 1 compared with 6.2 to 1 on the two-fifties.

Of the one-nine-sevens, Model 10/3 employs a Villiers 8E, three-speed power unit with external flywheel, Model 10/3A has the 9E, three-speed unit with enclosed flywheel, and Model 10/4 is fitted with the four-speed version of the 9E engine.

Finish of the new model is crimson with chromium-plated tank sides. Model 35 Sports also has chrome tank panels but is enamelled sea-mist grey. Colour of the other two-strokes is maroon with gold lining.

Viewed externally, there is little to distinguish the new 645 c.c. engine from its smaller counterpart. One would need to be particularly observant to notice that the four long rods which clamp the cylinder head and barrel to the crankcase and secure the unit in the frame are of $\frac{7}{8}$ in diameter and not $\frac{1}{2}$ in, as on the 598 c.c. engine. (On the big Panthers, of course, the engine takes the place of the conventional front down tube.) A slightly more noticeable difference is that the two rods on the left-hand side of the engine do not pass straight into the crankcase but into hexagonal adaptors screwed into the case. In fact, the essential difference in the layout is that the new engine has four separate rods (the left-hand pair screwed

324 c.c. Model 45 Sports two-stroke twin



into the adaptors mentioned and the right-hand pair direct into $1\frac{1}{2}$ in-long B.S.F. threads in the crankcase), while the 598 c.c. unit has two U-bolts (one on each side) which seat in grooved saddles beneath the main-bearing housings.

Bore and stroke of the new engine are 88×106 mm as compared with 87×100 mm for the 598 c.c. unit. The pistons and cylinder barrels for both engines are machined from the same castings and the diameter of the Mechnite cast-iron flywheels is reduced by $\frac{1}{16}$ in for the larger engine to give clearance for the piston skirt. The main-bearing layout on the new unit is similar to that on the old: the drive-side shaft is supported in a roller bearing and a deep-groove ball bearing, while the timing-side shaft is supported in a roller bearing only. But the extra power of the new unit necessitates the use of heavier roller bearings, and the method of housing the driving-side bearings is revised. Instead of being located on opposite sides of a wall, they lie side by side in a common housing, retained by a circlip, while their inner races are clamped against the flywheel cheek by the sprocket retaining nut.

At $1\frac{1}{2}$ in outside diameter, inlet-valve size is the same as on the 598 c.c. engine but exhaust-valve diameter is reduced by $\frac{1}{16}$ in to $1\frac{1}{8}$ in. (The cylinder head has two exhaust ports as on the de luxe version of the Model 100S.) A larger Amal Monobloc carburettor is used ($1\frac{1}{2}$ in choke) and the inlet port is opened out to suit. The final difference concerns the combustion chamber. On the new engine the sparking plug is slightly recessed and from it a pear-shape cavity extends across the head between the valves. This arrangement is said to prevent knocking by promoting the early burning of the gases farthest from the plug and thus preventing their being trapped and detonated by the advancing flame front. Compression ratio is 6.5 to 1 as on the smaller engine.

Maximum power is said to be 28 b.h.p.—4.7 b.h.p. more than that of the Model 100S. Even more significant is the fact that the power peak is reached some 800 r.p.m. earlier than on the 598 c.c.



All twin-cylinder models have a strengthened frame and the more robust fork shown

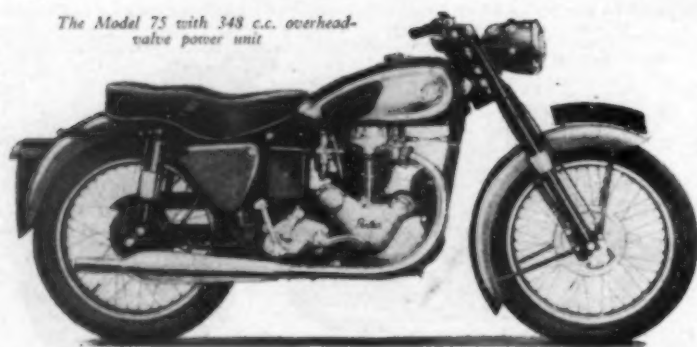
engine—at 4,500 r.p.m. instead of 5,300. Overall gearing is the same on both models (5.06 to 1 top for sidecar duty or 4.67 to 1 solo) so that the power characteristics of the new engine should give the Model 120S even more lusty and flexible top-gear pulling.

Both the 120S and 100S de luxe have interchangeable wheels with 3.50×19 in tyres and 8in-diameter brakes in very sleek full-width hubs. The $\frac{1}{2}$ in-wide periphery of the front brake plate now embodies a left-hand scroll which has a close running clearance in the mouth of the hub and thus prevents the ingress of water.

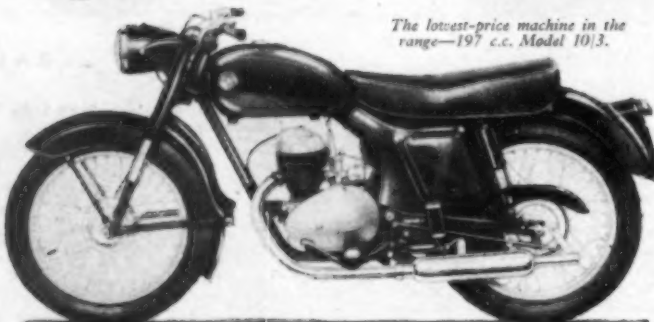
The Model 100S Standard differs from its de luxe counterpart in having a single-port cylinder head, earlier-pattern hubs and a 7in front brake. On all three models the pivot lug of the rear fork is a steel forging and the Armstrong rear shock absorbers have a two-position load adjustment. The front fork is telescopic.

Model 100S Standard is finished in

The Model 75 with 348 c.c. overhead-valve power unit



The lowest-price machine in the range—197 c.c. Model 10/3.



maroon while the de luxe version is black with chromium-plated tank sides. Basic colour of Model 120S is also black but the tank is enamelled silver with chrome panels.

To complete the range, the 248 c.c. Model 65 and 348 c.c. Model 75 continue unchanged. They are conventional overhead-valve singles with telescopic front forks and pivoted-fork rear spring-

ing. Both engines share with the larger four-strokes a traditional Panther feature in that the oil compartment is cast integrally with the crankcase.

Lucas six-volt coil ignition is standardized on the two-fifty and a separate magneto and dynamo on Model 75. Both machines have 3.25 x 19in tyres front and rear and 6in-diameter rear brakes. Model 65 is fitted as standard with a 6in front

brake, but a 7in brake in a full-width light-alloy hub is available as an optional extra and is standardized on the three-fifty. Basic colours are maroon for Model 65 and Sherwood green for Model 75. In both cases the tank sides are chromium plated.

Panthers continue to act as concessionaires for the French 124 c.c. Terrot scooter which has a three-speed preselector gear box, 3.50 x 8in tyres, 5in diameter brakes and a flat floor. Optional colours are all cream or cream with red, green, blue or aqua.

The makers of Panther models are Phelon and Moore, Ltd., Cleckheaton, Yorks. Prices (in which total price includes purchase tax, payable only in Great Britain) are as follows:—

Panther Models	Basic Price £ s d	Total Price £ s d
10/3 197 c.c. two-stroke	121 0	150 19 0
10/3A 197 c.c. two-stroke	125 0	155 18 9
10/4 197 c.c. two-stroke	130 10	162 16 0
35 Standard 249 c.c. two-stroke twin	155 0	193 7 3
35 Sports 249 c.c. two-stroke twin	159 10	198 19 6
45 Sports 324 c.c. two-stroke twin	165 0	205 16 9
65 248 c.c. o.h.v.	148 10	185 5 0
75 348 c.c. o.h.v.	170 0	212 1 6
100S Standard 598 c.c. o.h.v.	188 0	234 10 6
100S de luxe 598 c.c. o.h.v.	202 10	252 12 6
120S 645 c.c. o.h.v.	207 10	258 17 2
Terrot Model		
124 c.c. VMS3 scooter	119 15	149 7 9

Extras for Panthers

	£ s d	£ s d
Magneto ignition on 65	6 12 0	8 4 8
Full-width front hub with 7in brake on 65	2 15 0	3 8 6
Legshields on two-strokes	3 5 0	no p.t.
Legshields on four-strokes	3 7 6	no p.t.
Windscreens on two-strokes	3 15 0	no p.t.
Windscreens on four-strokes	6 5 0	no p.t.
Luggage carrier on two-strokes	2 2 6	no p.t.
Pannier set on four-strokes	7 19 6	no p.t.

Extras for Terrot

	£ s d	£ s d
Windscreens with apron	5 5 0	no p.t.
Luggage carrier with pannier frame	5 5 0	no p.t.
Pannier bags (pair)	3 4 0	14 0

PRICE LIST OF NEW SCOOTERS

	British Total Price £ s d
ADLER	
98 c.c. Junior	162 16 0
ALPINO	
73 c.c. Model E	109 17 4
BIRTI	
148 c.c. 150 de Luxe	179 0 0
148 c.c. 150 Standard	165 0 0
191 c.c. 200	213 0 0
BOND	
148 c.c. Model P1	174 5 0
197 c.c. Model P2	199 12 0
B.S.A.	
70 c.c. Dandy	79 4 4
DAYTON	
224 c.c. Albacross	210 10 0
249 c.c. Albacross de Luxe	235 0 0
DKA	
147 c.c. Dove	162 15 0
148 c.c. Pegasus de Luxe	177 11 11
197 c.c. Defiant de Luxe	189 15 5
D.K.W.	
74 c.c. Hobby	135 19 7
D.M.W.	
98 c.c. Bambi	110 8 0
DUNKLEY	
61 c.c. Whippet 60	82 19 0
64 c.c. 565	98 10 6
DURKOPP	
194 c.c. Diana	224 11 0
ISO	
146 c.c. One-fifty	175 14 0

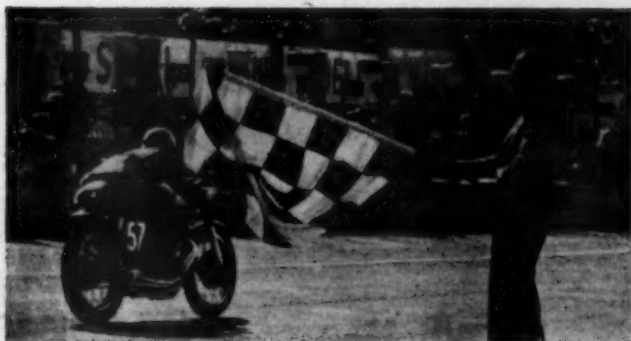
	British Total Price £ s d
JAWA-CZ	
172 c.c. Cesetka	169 17 6
KREIDLER	
49 c.c. R50	99 14 3
LAMBRETTA	
123 c.c. LD125	149 17 6
148 c.c. LD150	164 15 2
148 c.c. LDA150	179 10 0
148 c.c. Riviera	189 17 6
148 c.c. Mayfair	197 14 8
170 c.c. TV175	209 17 6
MAICO	
197 c.c. Mobil	209 11 8
247 c.c. Maicoletta	237 0 6
277 c.c. Maicoletta	243 5 3
MOTOBECANE	
150 c.c. Mobyscooter	149 19 6
N.S.U.	
148 c.c. Prima	201 3 10
174 c.c. Five-Star Prima	249 19 0
PARILLA	
153 c.c. Greyhound	176 14 0
PEUGEOT	
147 c.c. S157B	183 15 0
PHOENIX	
147 c.c. S One Fifty	147 4 0
147 c.c. One Fifty de Luxe	157 10 0
147 c.c. One Fifty Super de Luxe	167 9 6
148 c.c. S One Fifty	179 12 10
197 c.c. S Two Hundred	189 13 7
249 c.c. T Two Fifty	229 17 0

	British Total Price £ s d
PIATTI	
125 c.c. Standard	124 8 9
125 c.c. de Luxe	140 6 11
PRIOR	
191 c.c. R200	224 11 0
PROGRESS	
148 c.c. Anglian	189 14 5
197 c.c. Briton	199 12 10
197 c.c. Britannia	219 9 7
191 c.c. Major	215 15 3
191 c.c. Continental	234 4 0
PUCH	
49 c.c. VSK50L	105 0 0
121 c.c. RL125	163 0 0
121 c.c. RLA125	177 10 0
RUMI	
125 c.c. Little Ant	173 19 9
SUN	
98 c.c. Geni Mark 2	130 0 0
TERROT	
124 c.c. VMS3	149 7 9
TWN	
143 c.c. Tossy Super	199 12 0
197 c.c. Contessa	230 15 9
VESPA	
124 c.c. Standard	125 0 0
145 c.c. Clubman	165 19 11
145 c.c. Gran Sport	194 17 1
VICTORIA	
48 c.c. Nicky	105 0 0
ZUNDAPP	
148 c.c. Bella 154	187 2 9
199 c.c. Bella R203	205 16 9
199 c.c. Bella 204	205 16 9

Manx

Practising

Next Week



**RECORD ENTRY OF 236 COMPETITORS, 125 IN SNAEFELL RACE
FOR NEWCOMERS : GUIDE FOR VISITORS : B.B.C. ARRANGEMENTS**

FOR the second year in succession the Manx Grand Prix meeting will include a newcomers' race as well as the traditional Senior and Junior races. This year the extra event is given the title of the Snaefell Race. In 1957 the newcomers' race was laid on virtually at the eleventh hour to cope with the flood of entries which could not be accommodated in the usual programme. The arrangement enabled all entrants to get a ride and was such a resounding success that the Manx Club, after canvassing prospective entrants earlier this year, arranged a three-day programme.

The response topped last year's record, for 236 competitors have entered. Of them 125 are due to take part in the Snaefell Race, while there are 101 for the Senior Race and 95 for the Junior.

Scheduled to start at 2.45 p.m. on Saturday of next week, the Snaefell Race will be run over four laps of the 37½-mile Mountain course and will embrace two classes—350 and 500 c.c.—run concurrently. Free entries to the Senior or Junior race (as appropriate) will be given to the fastest five finishers in each class, and further free entries to the next fastest finishers, irrespective of class, to make up the number of starters in each race to 100.

As usual, the Senior and Junior races will be contested over six laps of the Mountain course. The Junior Race is due to start at 10.45 a.m. on Tuesday, September 9, and the Senior at the same time two days later. In all races riders will be dispatched singly at ten-second intervals.

The entry lists for the M.G.P. races include the names of most of the riders who made last year's races so exciting. Alan Holmes, the 1957 double winner, is no longer eligible, but all the other placemen are competing. They are Ellis Boyce, Alan Shepherd, Bob Dowty, Ernie Washer, Alan Rutherford, John Hurlstone, Colin Broughton, John Lewis and Tom Thorp. Among the riders in the Snaefell Race are many short-circuit exponents including Gordon Bell, who

won the Clubman's 350 c.c. Race at Oulton Park on Whit Monday, P. W. Read, one of the heat winners in that race, and Dan Shorey, who partnered Mike Hailwood on the Triumph Tiger 110 which won the Thruxton 500-Mile Race in June. The M.G.P. lap records stand to the credit of Alastair King (Junior, Norton) at 91.07 m.p.h. and Ellis Boyce (Senior, Norton) at 94.06 m.p.h.

Practising starts at 5.45 a.m. next Monday with a two-hour session for the Junior and Senior riders; the newcomers train from 6 to 8 p.m. that evening. Those arrangements are duplicated the following day but on the Wednesday (September 3), though the times of practising are the same, it is the newcomers who are out in the morning and the M.G.P. riders in the evening. On Thursday and Friday the morning session (same times) is again set aside for newcomers. Thursday's afternoon period, however, is from 2.30 to 4.45 p.m. and is virtually a dress-rehearsal for the Senior and Junior races. On Friday the p.m. session reverts to its regular times, and the M.G.P. riders have their final practice from 5.45 to 7.45 a.m. on Monday, September 8.

Boats leave Liverpool for Douglas each weekday at 10.30 a.m. and 3.30 p.m.; on Sundays, sailing times are 1 a.m. (Saturday night) and 3.30 p.m. The 1 a.m. service also operates on the three race days. From Fleetwood, there are no Sunday sailings, but there is a week-day departure at 10.30 a.m. On Saturdays this is supplemented by a 4 p.m. boat, while a night service is in force at 1.30 a.m. on Saturday next (tomorrow night) and 2.30 a.m. on Senior Race day. Special day excursions will leave Liverpool at 1 a.m. on Junior and Senior race days and Fleetwood at 2.30 a.m. on Senior day only; return sailings leave Douglas at 4 p.m. for Liverpool and 5 p.m. for Fleetwood.

Ordinary return fare is £2 13s 6d first class or 10s less second class. Passengers travelling outward on a Tuesday, Wednesday or Thursday and returning on one

of those days a week or fortnight later do so at 10s-reduced fares. Excursion fares are £1 3s first class or 19s second class. Return charges for accompanied motor cycles are: mopeds £1 2s, solos £1 10s, sidecar outfits £3 5s. Motor cycles are not carried on the day excursions.

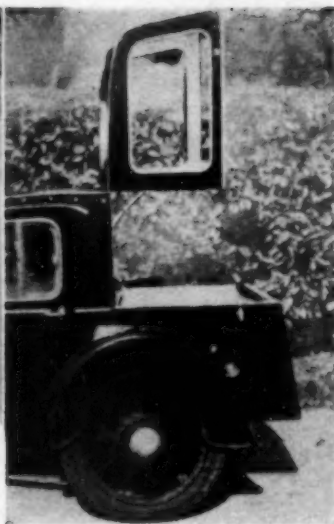
Licence and registration formalities have been eased since last year. All that is now required is for a rider to carry a valid driving licence and third-party insurance certificate and for his machine to display the normal registration plates and current licence.

Petrol tanks have to be drained before embarkation and facilities will be provided at the quayside. Since petrol drained is not returnable it is expedient to arrive with a minimum quantity.

All visitors wishing to take their machines back to Liverpool or Fleetwood during the weekend following the races must obtain priority embarkation tickets. Because of the heavy demand application should be made immediately on arrival in the Island. Details of return sailings may be obtained with vehicle tickets.

Details of flights to the Island (from London, Birmingham, Manchester, Liverpool and Belfast) are obtainable from British European Airways, Dorland Hall, Lower Regent Street, London, S.W.1 (telephone Gerrard 9833), or from provincial offices. Flights from Dublin are made by Aer Lingus, 40, Upper O'Connell Street, Dublin.

Commentaries on the Junior and Senior Races will be broadcast in the B.B.C. Light Programme from 10.40 to 11 a.m., noon to 12.15 p.m. and 1 to 1.30 p.m. A summary of the Junior Race with recorded commentaries may be heard on September 9 from 10.15 to 10.30 p.m. in the General Overseas Service and from 10.45 to 11 p.m. in the North of England Home Service. On September 11 a similar summary of the Senior Race will be broadcast from 8 to 8.15 p.m. in the North of England Home Service and from 10 to 10.15 p.m. in the General Overseas Service.



Two views of the smart two-seater sidecar body built by M. Horner to give access to the rear compartment without disturbing the passenger in the front seat (see "Built for a Purpose" on the page opposite)

Letters to the Editor

Rallies and Touring Trials

Why Not an A.C.U. Star Competition?

SINCE the A.C.U. provides only one event per year for the rally and touring enthusiasts, namely, the National Rally, surely something could be done to eliminate the vast number of ties that have to be thinned out with one solitary special test? I appreciate the amount of work and time that goes into the organization of this rally and would like to congratulate the organizers, the clubs and marshals who helped to give us yet another "National" this year. May I also thank those who helped with the welcome refreshments along the route?

I wonder what the A.C.U. would think of a points system, for touring and trials and rallies, run on lines similar to those of the Scrambles and Trials Drivers' Star competitions? Some of the events for which points could be given are the Morecambe Rally, the Wood Green event, the Scarborough Rally, the Surrey Hills Welsh, the Exeter Trial, the Land's End Trial and possibly some centre events. The National Rally could wind up the season.

The experience gained by riding in the little lot mentioned will stand any motor cyclist in good stead.

Baldock, Herts.

"ANCIENT MARINER"

Touring the Highlands

Catering Comparable with that in England

THE letter from L. Burrows (August 7) regarding catering in the Highlands of Scotland makes my blood boil. As a Highlander, a motor cyclist, a man who has travelled half way round the world and a chef of 13 years' experience, I feel quite qualified to write to you on the subject.

Catering in general, from first-class hotels (which I have worked in) to workmen's cafés (which I have eaten in) is about the same in quality and price in Scotland as in England and certainly better than in most countries I've been in abroad.

I must admit the service in most countries abroad is better than in Britain and the big hotel manager, the head waiter and the little café owner are always ready to bow from the waist and so earn a tip while their colleagues in this country just stand stiff and hope.

Taking Inverness—where I worked last year—as an example, I could quote the prices of practically every meal sold in the town and they are nowhere near the price Mr. Burrows states. Here are a couple of instances: egg or beans on toast, 1s to 1s 3d; steak, chips, peas, bread and butter and tea, 4s 6d to 5s—exactly what it cost me on my day off last year and what it costs me on my day off here in England this year. I should also like to point out that more than 75 per cent of the cafés in the Highlands are run by Italians.

I wonder if Mr. Burrows is one of those people I sometimes meet in this trade who are never satisfied? Or was he unfortunate enough to pick the worst café in each town, with one exception, as he says?

Ramsgate, Kent.

K. GLASS

Henry D. Teage

Tribute from a Noted Motor-cycle Designer

MAY I record the very sincere regret which I felt at the news of Henry Teage's death? He was indeed a charming personality and an outstanding authority on technical matters. His style of writing was delightfully easy to read and I prize highly the many articles he contributed to *The Motor Cycle* right from early days. They can still inspire a new line of thought on many a present-day problem. H. D. T. will be remembered with affection and regard.

Shrewsbury.

G. H. JONES

Inaccessibility

Hope for a Change of Heart Among Makers

HAVING spent many hours during the past few weeks performing jobs on my own and other people's machines that had broken down—in many cases jobs that should not take more than a few minutes—I feel that the occasion is opportune to make some observations on accessibility and train my big guns on the boffins who seem to go out of their way to place nuts, bolts and pieces of machinery requiring regular attention in inaccessible places.

As a reasonable human being I do not mind if repairs or servicing of the bottom half of the engine requires factory tools. In many ways I feel this is a good thing as the average amateur mechanic has not the facilities to do such jobs properly. Never-

theless, I fail to see why carburettors should not be readily removable, why magnetos should not be placed where contact-breaker points can be set accurately, why all primary chaincases should not have single-bolt fixing as on the Royal Enfield (instead of some 18 screws as there are on my machine), or why nuts and bolts should not come in standard sizes and be accessible to the spanners provided in a standard tool kit.

With Ariel's departure from the orthodox, I feel that possibly other factories will take the decision to retool and, I hope, pay further attention to these easily rectified shortcomings which can, on occasion, be a source of considerable bother and wasted time.

Yarnton, Oxon.

H. T. PARRY

Slipshod Regulations

Chapter and Verse from R.A.C. Rule Book

MAY I draw the attention of your correspondent "Prospero" (does he ride an Ariel?)—whose letter appeared in your issue for August 14—to an extract from the instructions for stewards in the current R.A.C. Motor Sports Year Book (which apply to events held under a joint R.A.C.-A.C.U. permit)? Here is the extract: "It is their duty to consider any protest by a competitor, or any complaint by an official, in accordance with the Supplementary Regulations of the Competition and the General Competition Rules. It is essential that their opinion be guided by these Rules and not by personal opinion, or by what the organizers intended the Supplementary Regulations should mean."

If "Prospero" will consider this in relation to the problem of how a competitor can stop at a check without being in sight of the observer there, he may then appreciate the point of my former letter (July 31). Had a protest been made, it is difficult to see how the stewards could have avoided the decision that every competitor should lose 30 marks at each check at which he stopped.

Bristol, 6.

I. GORDON MACLEOD

Built for a Purpose

Home-made Sidecar with Interesting Features

ENCLOSED are some snaps of a sidecar body which I designed for a special purpose and built myself. I think it may interest other sidecar owners who would like a new body but have not the money to buy one and feel that they have not the ability to make one. I have had no previous experience as I am a drilling-machine operator, but I made this body in six weeks at a cost of about £25.

Except for the strip of aluminium round the nose and the beading round the windows, the body is constructed of wood, $\frac{1}{2}$ in ply for the floor and sides and $\frac{1}{4}$ in ply for the top and back. It is 7ft long, 3ft high and the width varies from 10in at the nose to 23in at the widest part.

There is a full-height door 27in wide for the front passenger and the back lifts up to give access to the rear seat without disturbing the front passenger. This feature is the most important part of the design because my dog usually sits in the back while the front passenger is quite often an elderly lady who likes to get settled in with a blanket and a hot-water bottle when it is cold; in addition, there is usually a bag or two to be carried and it would be unreasonable to expect the lady to get out every time the dog wanted to, or I required one of the bags, as would be the case with an ordinary full-door saloon.

I should add that my previous two sidecars—a 1953 Maxstoke and a Raven saloon—had lift-up canopies and both had the same drawback: first I had to get off the machine to let the passenger out and, secondly, if it was raining, everything inside got wet in a few minutes while the top was up.

Other points of interest are the twin foot wells at the back (the seat is wide enough for two children to sit side by side), and boot behind the

rear seat; the window is fitted with a rain guard to prevent rain driving in from behind the outfit when parked; there is an interior light, a roll-top hood and a car-type locking door handle. The lift-up back locks from the inside. The body is unpannelled but is finished with three coats of Valspar inside and out.

Yiewsley, Middlesex.

M. HARMER

No Guineas by Request

Let Secondhand Prices be Plainly Quoted

WHY the devil cannot some of these mink-coat-minded car and motor-cycle agents cut out the catch-penny term "guineas" when advertising their machines for sale? Example: bargain at 195 guineas. Ah, you think, that's a cheap outfit, but add the extra £10 and it is a different story. I personally think the term guineas should be abolished from our monetary system. We are not living in the stage-coach era (although there are plenty of Dick Turpins about).

When seeking a change of machine I shun this type of advertisement like the plague and am sure that thousands of other motor cyclists do likewise. Your journal would do a great service to the motor-cycling fraternity of this country by insisting that all advertisements should quote prices in up-to-date terms.

Bristol.

TERRY SAUNDERS

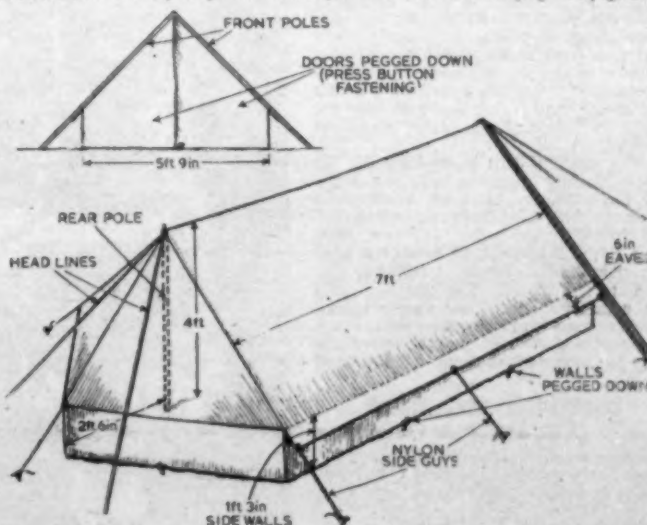
Insurance Premiums

Recent Increases Not Really Surprising

THE indignation of W. E. Sockett at the £3 4s increase in his insurance premium (August 14) is understandable, especially as he has never made a claim. Who is to blame for the big increases in insurance premiums which have lately occurred? Clearly it is the selfish road users who cause wholesale damage to vehicles and persons. Careless or dangerous driving is the main cause of accidents and individual compensation claims range from a few pounds to thousands, according to the damage caused. Third-party insurance premiums are moderate in spite of the enormous number of claims being made annually. Total casualties on the roads in 1957 were no fewer than 273,858 and there were some 5,500 deaths. There must also have been many thousands of cases of buckled wings and dented bodywork to occupy the attention of insurance companies.

I am a keen motor cyclist who has had only one accident in over 20 years of riding. The accident in question occurred

The bivouac tent as modified by D. A. Banks (see "For Mountain Camping" on page 252)



over a year ago but my claim for compensation has not yet been met. On reliable authority I was recently informed that the reason for premium increases is that some companies are running at a loss through paying out excessive compensation and, because of that, doubtful claims are fought "tooth and nail." Is it really surprising that premiums are being increased?

My opinion is that in the long run such increases will improve the standard of driving and reduce the toll of road accidents. If the present accident rate continues or increases, it may even reduce the number of vehicles using the roads. War is very expensive, and this applies to war on the roads!

London, W.4.

W. C. HAYCRAFT

Inside Information from an Insurance Broker

AS an insurance broker and one who has been connected intimately with claims during recent years, I would like to reply to W. E. Sockett (August 14) regarding insurance premiums. I appreciate that, to the layman, increases are unwelcome but facts speak for themselves. Insurance is a mutual pooling of funds and, although one person may go for 20 years free from claims, another may have made one involving the payment of hundreds, perhaps thousands, of pounds.

I speak from experience when I say that few remain free from claims indefinitely and, without being unduly pessimistic, I can say that many who have been for long periods free from any accidents prove a worse risk in the long run by having one accident costing far more than an accumulation of small claims by another who is regularly in trouble.

There is no doubt that motor insurance produces little or no profit, and what business can be run on that basis?

New Barnet, Herts.

PHILIP H. BEARMAN

For Mountain Camping

Ingenious Tent that has Withstood the Storms

AS "Ixon" implied in your issue for July 31, £20 is a lot of money for the average motor cyclist to pay for a tent (unless it is to be large and for a standing camp). There are many excellent and capacious tents on the market for about £8 or even less. However, enthusiasts with only a limited sum available might well consider some of the better ex-W.D. equipment obtainable.

My own tent, which I frequently use on exposed sites in the mountains of North Wales, is based on the well-known Sandfly bivouac tent. I modified it by cutting out the mosquito nets and sewing on 15in-high walls all round. Two light-alloy poles were made for the entrance from scrap Duralumin tubing; the poles stand at an angle, meeting at the apex and forming a triangle with the ground as the base. A single light-alloy pole was purchased for the rear upright. Twin head lines were fitted—they splay out at an angle each end to form the main guys—and the job was completed by the addition of nylon side guys. The tent is extremely strong and has kept out the worst of violent summer mountain storms.

The modified tent is 4ft high, 5ft 9in wide, 7ft long along the ridge and has a 2ft 6in triangular extension at the rear. It sleeps with ease three adults with full kit, including air beds. The cost was: tent, £4; wall material, £1 4s 6d; rear pole, 8s; nylon guys, thread, headlines, etc., 9s 6d; total, £6 2s. The tent was sewn on a hand machine and two evenings' work sufficed for the modifications.

I would emphasize that I wanted the tent for mountain camping and hence it

The Editor does not hold himself responsible for the opinions of his correspondents. Letters should be addressed to the Editor, "The Motor Cycle," Dorset House, Stamford Street, London, S.E.1, and must be accompanied by the writer's name and address.

was made to be as stable as possible under extreme weather conditions. It has had two years' use under far worse conditions than most readers would encounter and it is still as good as new. For ordinary lowland camping I should think that single poles front and rear and a single head line would prove adequately secure. I hope that this information will be of use to readers not able to afford an expensive tent but who want a really sturdy job for two or three people.

Kettering, Northants.

D. A. BANKS

The Spares Position

Machines Off the Road for Eight to Ten Weeks

NEXT November there will be another Show at Earls Court where, I presume, the leading manufacturers will again be presenting new models. I suggest that it would be generally beneficial to the motor-cycling fraternity if these manufacturers also took a long, searching look at the organization of their spares departments, some of which leave an awful lot to be desired.

On two occasions this year I have used my position as secretary of a club to try to get spares delivered which have been on order a very long time. On the first occasion I was successful, for the required part was in Plymouth within 48 hours; but the second time—well, I came up against a brick wall and, incidentally, heard of some glaring instances of inefficiency.

It seems to me that it is not a great deal of use extensively advertising a range of models if a firm cannot keep on the road those it has already sold, but that is just what it amounts to in plain English. If the excuse is that it is almost impossible to stock spares for an extensive range, then for Pete's sake is it not time to standardize such items as cannot be made in a workshop or adapted?

We are fast coming to the day when, before choosing a new machine, a rider is going to study the spares position very carefully. What could be more galling to an enthusiast than to have an unlucky smack and then be off the road for eight to ten weeks because an inadequate spares department couldn't care less? If the attitude of firms is that maybe he will buy a new model, I can assure them that they are barking up the wrong tree and, sooner or later, their sales graphs will reflect it.

Plymouth.

Mrs. ALICE E. JONES



Members of the Mitcham Lambretta Club's Goons team in the Blue Lamp Road Trial, organized by the Bow District Garage M.C., get a line on the route before the start. The team name is a compliment to their president, Harry Secombe, the radio and television star.



5,000 Miles of T.T. Laps

After His Endurance Run on a James, André

Baldet, with Dennis Christian as Co-rider of a

Vespa Gran Sport, Completes 100 Turns of the

Mountain Course in 100 Hours

A FEW seconds before 5.40 last Friday evening a 145 c.c. Vespa Gran Sport crossed the finishing line at the T.T. grandstand. Its passing signalled the end of a remarkable feat of endurance by two men and a very tough machine—100 laps of the T.T. course in just under 100 hours, a distance of 3,773 miles.

André Baldet and Dennis Christian were aboard the machine together for the final lap of victory. Up to the 99th lap they had alternated in four-hour spells of riding for more than four days and nights.

They finished slightly bleary-eyed, but more than satisfied with their unique achievement, while the Vespa looked none the worse for its century of continuous lappery. Its engine note sounded as sweet as when it started off at 2 p.m. on the previous Monday afternoon.

Given fine weather the run, in itself, would have been a wonderful achievement. In the face of the unbelievably atrocious weather conditions it became a saga of courage and extreme fortitude.

Even the toughest Manxmen, born to an atmosphere of "mist on the Mountain" and winter storms, flinched at the appalling climatic vagaries through which co-riders and scooter battled on their way to complete the 100 laps.

On Monday, Tuesday and Wednesday nights thick fog draped Snaefell and reduced visibility at times to less than ten yards. On numerous occasions it swirled and broke up into treacherously deceptive patches which gave the stocky Frenchman a nasty experience early on Tuesday morning. Approaching the acute left-hander at the Stonebreaker's Hut, start of the Verandah section, he ran into a thick fog patch which blotted out the right-hand warning reflectors. Man and machine struck a wooden post which badly damaged the Perspex windscreen. The screen was removed at the pits and a replacement was fitted a few hours later.

Baldet was unhurt in the encounter, but rode throughout the 100 hours with a tightly bandaged right wrist sprained when he dropped the James Cavalier at Signpost Corner on his 1,000 mile non-stop run over the Mountain course mentioned in last week's issue.

On the Tuesday night Dennis Christian had a lighter interlude in the thick mist. On the Mountain his spotlight picked out a rabbit in the road and Dennis chased it until it darted for the hedge. As it turned its head it was blinded and he snatched it up quickly. He arrived at the pits with one bunny for the menu.



André Baldet on the Vespa at Ramsey (above, left) and on the James Cavalier (above) at Brandywell

In spite of the fog and rain the Franco-Manx team kept and often bettered the scheduled 55 minutes a lap. Occasionally the conditions were so bad, such as on Thursday night, that it was impossible to maintain speed and lap times varied between 61 and 63 minutes.

After the run had finished, Baldet and Christian weighed themselves and found that they totalled 28 at 4 lb—the load on the Vespa for the 100th lap.

When the engine was stripped, it is reported that the combustion chamber showed only a normal deposit of carbon after its 4,000 miles of hard work. The power unit was remarkably free from oil leaks. Two plug changes were made, and one tyre was replaced simply to be on the safe side. The timekeeper in charge was Albert Latham, well known to T.T. and M.G.P. riders, assisted by seven others.

The Vespa run followed almost immediately on the 1,000 miles of T.T. lappery accomplished by Baldet on Saturday and Sunday, August 16 and 17. He rode a standard 171 c.c. James Cavalier and by averaging approximately 42 m.p.h. completed the distance in just under 24 hours as intended. The engine was kept running throughout.

On that occasion, too, the weather was extremely bad and Baldet had to contend with blinding rain and thick mist over Snaefell and the higher parts of the course. At times visibility was down to less than 10 yards. Owing to the treacherous surface on the Mountain Road, he fell on two occasions, once at Craig-ny-Bas and once at Signpost Corner where he sprained a wrist, as mentioned earlier.

Drion and Stoll

SIDECAR racing lost one of its best known and most popular crews last Sunday when the French driver, Jacques Drion, and his German girl passenger, Inge Stoll-Laforge, were killed while competing in the Czechoslovak Grand Prix at Brno. Drion was 37 years old and Miss Stoll 28.

Their fame stemmed not only from their impressive list of continental victories since they teamed up in 1952 but perhaps even more from the fact that a girl-passenger in international racing was then a novelty. They were a professional racing team in the fullest sense of the term and lived the exciting but frugal life of the Continental Circus every summer.

Drion took up road racing, both solo and sidecar, in 1950. He became a great friend and pupil of Eric Oliver (four times world's sidecar champion) and adopted the sport as a profession in 1952. That year he was French sidecar champion, won three international races and finished second to Oliver in ten others. At the beginning and end of his career he drove Norton-Watsonian outfits, though he had a spell in between on a B.M.W.

Inge Stoll was no newcomer to racing when she joined Drion, for she succeeded her mother as passenger to her father on an N.S.U. outfit in 1947 and was seen on German circuits regularly until the end of 1950 when her father hung up his leathers. The sidecar racing scene will not be quite so gay without the easy-going charm and volatility of Jacques Drion and his blonde, petite passenger.

Production Continues

RUMOURS that production of Zündapp machines, including Bella scooters, has ceased are entirely unfounded. The factory at Nürnberg has been sold to Bosch, as already mentioned in our columns, but manufacture of Zündapps is continuing at the more modern and larger factory in Munich.

On the Four Winds

By

"NITOR"



IN WONDERLAND

Last week I had the pleasure of visiting the 33rd Model Engineer Exhibition at the New Horticultural Hall, Westminster, London. It is impossible not to be enchanted by the intricate models, ranging from a perfect reproduction of a ship inside a cycle-lamp bulb to an aeroplane flown in the first world war. There is a racing track where miniature, diesel-engine cars whirl round at breath-taking speed. Although the displays mainly centre around aircraft, locomotives and sailing vessels they cater for all tastes, and I noted several models of special interest to motor cyclists.

HOURS OF WORK

Highest on my list are those exhibited by Harold Hooper, whose magnificent modelling was described by Bob Currie in an article published in our columns in November last year. He is showing a Triumph Thunderbird, an LE Velocette and a 1924 T.T. Norton. Each is about 5in high and is exact in every detail. Other masterpieces include an o.h.v., single-cylinder, four-stroke engine with inclined valves and internal flywheels; its capacity is only 10 c.c. Models such as these take hundreds of hours to complete for all are hand-made, often with no specialized equipment. After examining the internals of the working models you will never again complain about a "fiddling little job" on your hogbus! There's just time to make a visit—the exhibition closes on Saturday.

ON A PROTOTYPE

Triumph enthusiast Gil Stratton, the American television and radio sports commentator, has been in England gathering material for his programmes. Back home he owns no fewer than three models; he often takes his wife, who is a keen pillionist, with him. When he arrived here by the S.A.S. transpolar route one of his first telephone calls was to the factory. He wanted to borrow a solo for getting around. Lucky chap—he was loaned a prototype 1959 model and seems very successfully to have escaped notice! We shall have to wait a few weeks yet, I am afraid, before we know details of the finalized range.

NAME AND ADDRESS

Several readers have written regarding a little hint tucked into our "Holiday Notes" feature of July 24. It implied that an accident involving damage or injury to a person, vehicle or animal must be reported to the police within 24 hours. That is a brief summary of the law's requirements but is not absolutely accurate in detail. The first duty of course, is to stop and, if the rider's name and address are then given to any person having reasonable grounds for requiring them, the police need not be informed. (Production of the insurance certificate is required only if there is injury to another person.) Where a person or vehicle is involved, obviously there can be an exchange of names and addresses at the time. Very rarely is that so in the case of an animal.

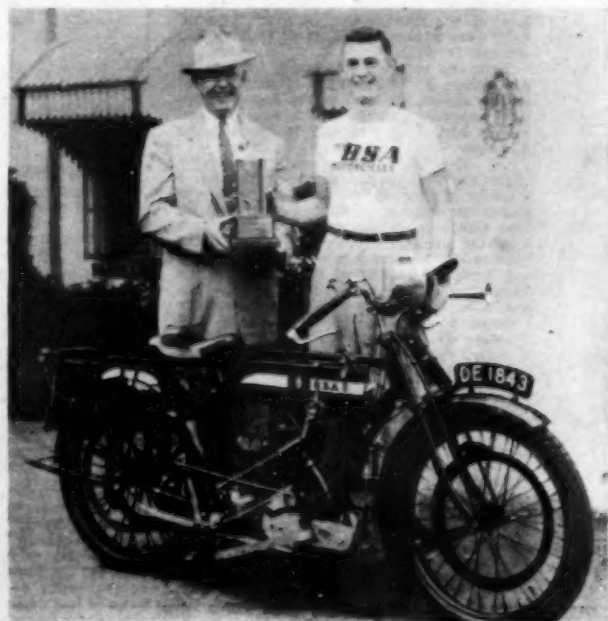
REPORT TO POLICE

Some years ago, at night in a suburban street a dog dashed wildly across the road and, though I gave him a horn blast and swerved the sidecar outfit into the nearside gutter, he charged slap under my rear wheel. There was no name

or address on the dog's collar. A crowd of locals collected but nobody knew to whom the dog belonged. The animal was hurt, obviously in pain. I inquired whether a vet lived anywhere near and was told there was one about half a mile down the road. Leaving my passenger on the pavement, I spread an old mac on the sidecar seat and lifted the dog aboard. Saying that he could not be patched up, the vet gave the dog an injection; in a split second his sufferings were over. That cost me 7s 6d. I went back to collect my passenger and next morning reported the matter to the police. One way and another I consider I complied with all my obligations on that occasion!

MODERN AND VINTAGE Schoolmaster friends sometimes write to tell me with pride of the work their pupils are doing in stripping or sectioning motor-cycle engines. But mostly the work is carried out on machines of relatively recent design. In Kettering, however, the boys of a secondary modern school have an interest which is primarily vintage, for they are renovating a first-world-war Triumph. A Kettering garage presented

Rally winner: this 1914 557 c.c. B.S.A. won the award for the best restored machine in the rally of the Antique Motor Cycle Club of America held at Brier Mass. The machine is owned by T. A. Hodgdon (left), president of B.S.A. Incorporated, seen with his son



the model to F. C. Arber, science master at the school for the past 28 years, and he in turn set his pupils to work; now they have completed the stripping and cleaning of the old Triumph and are starting reassembly. But alas, Mr. Arber will not see the job completed for he retired at the end of last month. He has the satisfaction of knowing, however, that the machine will once again be roadworthy, for the project has been taken over by his equally enthusiastic successor, F. C. Gathercole. Who wouldn't be a schoolboy these days!

MEET THE THUMPER

One of my American correspondents, Paul Rosberger, who made the Waukesha-King, continues to keep busy in his workshop and his latest creation is the Thumper. It's a functional scooter with a Briggs and Stratton, fan-cooled, side-valve engine driving through belts and a Toro clutch. This clutch is really a split pulley which gives gradual engagement of the belt. Rudge cycle frame components, Singer sewing machine bits and a Japanese horn are among



On the left is the Thumper, the latest creation from the workshop of the American enthusiast, Paul Rosberger. Right: Sectioning motor-cycle units is becoming a popular exercise at some schools; this B.S.A. 249 c.c. G12 engine was "dealt with" by the students at Stockbridge County School, near Winchester, Hants. At a Kettering school students are renovating an old Triumph (see "Modern and Vintage")



the strange sources of supply from which Paul fabricated his latest job. He says that it will go anywhere, tops about 20 m.p.h. on the level and will climb any hill so long as you remember that "it is not the speed at which you ascend but whether or not you reach the top" that matters. The Thumper is often taken in the boot of his car and used as a local hack when the car is parked. Brockhouse 98 c.c. Corgis, I remember, made quite a hit in the States in the early post-war years for just that sort of usage.

ROAD IS BETTER

Any system of transporting new models other than by rail has my blessing—will have the blessing of all who have experience of just what can happen to a motor cycle that has spent a few hours in a baggage van and then on a platform. Therefore, I welcome the news in our associated journal *Motor Transport* that the great majority of machines cover the distance between the factory and the dealer in lorries specially built for the purpose and operated by a Birmingham contractor. I am not surprised to learn that when the service was inaugurated the price quoted per machine was higher than that asked by the railways but proved more acceptable to manufacturers who were all too frequently having to claim for damage. Delay was inevitable for if a machine had to be returned to the factory for

repairs, customers were left fuming as successive days slipped by and nonsense was made of scheduled delivery dates. In a total of 1,500 machines delivered by road in one period checked at random only four claims were made—and those were for such minor damages as superficial scratches. Good news, indeed!

FUEL STARVATION

Most of us have come across that old cause of engine stoppage—clogging of the vent hole in the tank filler cap. However, I encountered another one last week on a friend's two-carburettor twin. He had fitted a fuel filter and from being a first-kick starter the machine had simultaneously become decided temperamental in its response to the pedal. After we had checked that all was well on the ignition side I had a good look at the piping layout and noticed large air bubbles in the horizontal runs of the pipes from filter to carburettors. Yes, air locks were occurring with the machine at rest but once it was under way the movement and vibration got the fuel past the bubbles. We checked the diagnosis by isolating the filter, whereupon starting at once returned to its previous excellence. My pal is now considering how he can re-site the filter to avoid those horizontal runs.

SENSIBLE SMOKER

How often have you cursed the motorist who throws a cigarette end out of the window as you pull out to overtake? I have never yet been hit by a dog-end but there have been some near misses and a few harsh words. Thus, I was pleasantly surprised a few days ago, when I pulled alongside an open M.G. A at the lights, to see the driver put his arm over the door and carefully stub out his cigarette on the road. "There's a tidy chap," I said. He grinned back at me. "Just the right height," was his reply, "that's why I bought it!"

Three-star Brands

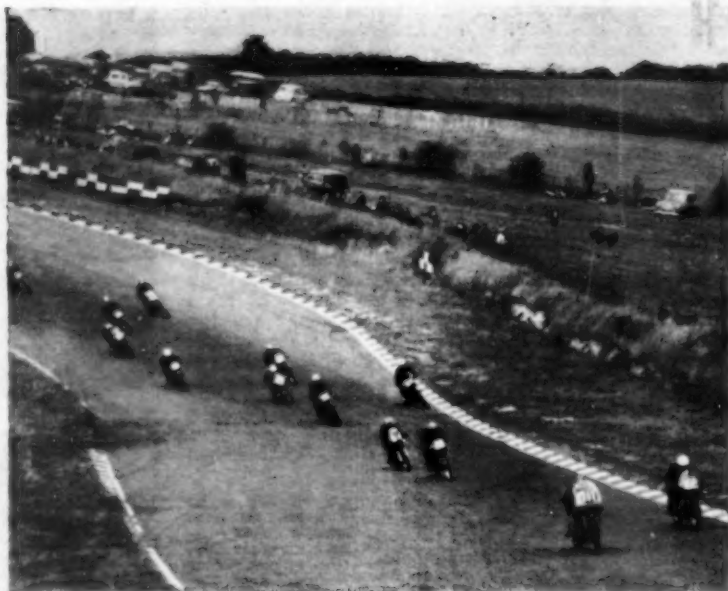
Minter (Nortons) Wins Main

Events : Hailwood (N.S.U.)

and Chadwick (MV Agusta)

Break Race and Lap Records

As the pack swoops down Paddock Hill after the start of the 250 c.c. final, Mike Hailwood (N.S.U.), No. 111, is already taking the lead which he maintained throughout



AT last Sunday's Brands Hatch meeting organized by the Greenwich Club, Derek Minter again demonstrated his mastery of the sinuous Kentish circuit by winning the 15-lap 350 c.c. and 1,000 c.c. invitation races on his Lancefield-tuned Nortons. Equally brilliant, though, were the efforts of those two young stars, Mike Hailwood and Dave Chadwick; both established race and lap records, Hailwood on his N.S.U. in the two-fifty event and Chadwick on a 174 c.c. MV Agusta in the 200 c.c. race.

The fair morning weather brought out quite a good crowd, but during the afternoon the clouds became increasingly forbidding and rain began to fall about two-thirds of the way through the meeting.

Hailwood quickly took his 124 c.c. Ducati into the lead from the start of the six-lap 200 c.c. race but his dolphin fairing could not make up for his giving away 50 c.c. to Chadwick's unfaired MV. He was caught at the beginning of the penultimate lap and Chadwick won by some 50 yards. In the process he raised Hailwood's lap record by nearly 1 m.p.h. to 67.23 m.p.h. A stirring struggle for third place between Tom Thorp (174 MV) and Derek Edlin and Dan Shorey (123 MVs) was finally settled in Thorp's favour.

Chadwick (203 MV) and Hailwood (247 N.S.U.) won their respective 250 c.c. heats and joined battle once more in the final. Hailwood again went to the front and this time there was no doubt of his machine's higher speed. Ride as he would (and did!), Chadwick dropped slowly astern and finished 5½ down, though well ahead of Thorp (203 MV). Derek Minter's lap record of 69.32 m.p.h. on the R.E.G. (which on Sunday was still suffering from its over-oiling trouble) was beaten by Hailwood to the tune of 0.21 m.p.h.

After nearly two seasons with an unsprung rear wheel Cyril Smith turned out for the sidecar scratch race with rear springing on his Norton, which also featured a 90-bore 488 c.c. engine. Though second to Ted Young (E.T.Y. Triumph) in his heat, Smith could manage no better than fifth place in the final which, like the second heat, provided an outstanding victory for Bill Boddice (Norton). Young was second and L. Wells (Norton) an excellent third.

Hailwood (Norton) made his third lightning getaway in the 350 c.c. invitation race while Minter—undoubtedly the favourite—found his engine loath to pick up once it had fired. When the power came on he was well back in the field but pressed on so effectively that he lay third behind Lawrence Flury (A.J.S.) after only one lap. Flury was soon disposed of and Minter began remorselessly to gnaw fractions of a second off Hailwood's lead.

After 5½ laps he was in Hailwood's slipstream and there he had to stay until, on Lap 7, he held on a shade longer than his rival on the approach to Paddock Bend and slipped by on the inside. Thereafter Hailwood lost about a second a lap, though some of the deficit was due to baulking by slower riders. Flury just managed to stave off a fierce third-place challenge by Bruce Daniels (Norton).

The final of the sidecar handicap was run in the rain and at first it looked as though the limit man, Pat Overall (Norton) might stay ahead throughout. However, he was caught on Lap 6 by Owen Greenwood (649 Triumph) and retired with engine trouble immediately afterwards. Young had been similarly afflicted on the second lap and interest centred on Bill Boddice's dashing efforts to beat everyone, including the handicapper. The distance was too short, how-

ever, and he could manage no better than third place, though closing rapidly on the second man, Don Saywood (Norton).

Owing to the wet conditions speeds in the 1,000 c.c. invitation race were well down, but it took Derek Minter (Norton) little more than a lap from a boxed-in start to get in front, and he steadily increased his lead without taking chances.

For much of the race there was an exciting triangular battle for second place between Daniels (Norton), Flury (Matchless) and John Holder (Norton). After half-distance Holder lost a little ground but the other two kept at it and swapped places repeatedly. It looked as though Flury would do the trick but he was baulked at Clearways on the last lap, whereupon Daniels edged by and just managed to cling to a two-length lead.

200 c.c. Race (6 laps).—1, D. V. Chadwick (174 MV Agusta), 65.01 m.p.h. (record); 2, M. B. Hailwood (124 Ducati); 3, T. Thorp (174 MV Agusta). Fastest Lap.—Chadwick, 1m 6.4s, 67.23 m.p.h. (record)

250 c.c. Race (heats 4 laps, final 8 laps): Heat 1.—Chadwick (203 MV Agusta), 63.59 m.p.h. Heat 2.—Hailwood (N.S.U.), 64.46 m.p.h. Final.—1, Hailwood, 67.63 m.p.h. (record); 2, Chadwick; 3, Thorp (203 MV Agusta). Fastest Lap.—Hailwood, 1m 4.2s, 69.53 m.p.h. (record)

Sidecar Race (heats 4 laps, final 8 laps): Heat 1.—E. T. Young (E.T.Y. Triumph), 62.22 m.p.h. Heat 2.—W. G. Boddice (Norton), 62.65 m.p.h. Final.—1, Boddice, 64.53 m.p.h.; 2, Young; 3, L. Wells (Norton)

350 c.c. Invitation Race (15 laps).—1, D. Minter (Norton), 71.01 m.p.h.; 2, Hailwood (Norton); 3, L. Flury (A.J.S.)

350 c.c. Race (heats 4 laps, final 10 laps): Heat 1.—G. Seward (Norton), 64.57 m.p.h. Heat 2.—E. A. Avery (Norton), 63.32 m.p.h. Final.—1, T. Brown (Norton), 66.6 m.p.h.; 2, K. E. Pitt (Norton); 3, Avery

Sidecar Handicap (heats 4 laps, final 8 laps): Heat 1.—T. Fowell (Matchless), 58.62 m.p.h. Heat 2.—P. Overall (Norton), 57.64 m.p.h. Final.—1, O. E. Greenwood (649 Triumph), 56.77 m.p.h.; 2, D. Saywood (Norton); 3, Boddice

1,000 c.c. Race (heats 4 laps, final 10 laps): Heat 1.—C. J. Williams (499 J.A.B.S.), 64.0 m.p.h. Heat 2.—C. V. Wallis (499 B.S.A.), 59.96 m.p.h. Final.—1, Williams, 54.64 m.p.h.; 2, C. Jones (499 B.S.A.); 3, M. J. G. Brown (499 Triumph)

1,000 c.c. Invitation Race (15 laps).—1, Minter (Norton), 62.76 m.p.h.; 2, B. J. Daniels (Norton); 3, Flury (Matchless)

Hawkstone Finale

Dave Curtis (Matchless) Wins Championship in Downpour

IN a marrow-chilling downpour, which began after the 250 c.c. Race and set in for the afternoon, the scrambles season at Hawkstone Park squelched to its close on Sunday with the Midland Championship meeting. As usual, organization was by the Salop Club and this meeting was sponsored by the *Daily Herald*.

As the rain began to tumble, so Dave Curtis (Matchless) led Brian Martin (B.S.A.) towards the shelter of the trees in the 350 c.c. event. By the end of the first lap Ron Langston (Ariel) had won through from sixth to third position behind Curtis and Martin, and there he stayed until the final half-lap, when a flat tyre caused him to slow and allowed John Stallard to slip past on his Tiger Cub.

Main event of the day, the Midland Championship, saw plenty of excitement even in the heats, in the first of which Martin took to the grass on the final bend to snatch a win from Langston. In Heat 2 Curtis turned the tables on Jeff Smith (B.S.A.) to win in the last half-lap. The track was deteriorating rapidly and, plastered with mud, Langston took an early lead in the final, only to lose it to Martin. Slithering round the final bend in speedway style, Curtis led the field into the third lap, fighting off the persistent Jeff Smith right to the slippery end.

Last race of the day, the curtailed 500 c.c. event, was led throughout by Martin, with Smith only a length astern. Left on the starting line, Curtis climbed through the pack to lie ninth on the first lap and he rode a remarkably good race to finish third.

Local Riders' Race (4 laps).—1. J. Brandon (348 B.S.A.), 15m 12.4s; 2. F. C. Pottinier (498 Triumph); 3. G. Weston (348 B.S.A.), 25m 0.0s. **Race** (4 laps).—1. J. D. Stallard (199 Triumph), 12m 39.4s; 2. S. Hickerton (Dot); 3. J. L. Harris (Greaves). **150 c.c. Race** (6 laps).—1. D. G. Curtis (Matchless), 18m 2s; 2. B. W. Martin (B.S.A.); 3. Stallard (199 Triumph). **Midland Championship** (5 laps).—1. Curtis, 25m 12.4s; 2. J. V. Smith (B.S.A.); 3. Martin, 50m 0.0s. **Race** (4 laps).—1. Martin, 14m 24.6s; 2. Smith; 3. Curtis. **Kings Norton Trophy** (aggregate performance during the season).—1. B. W. Martin, 52 points; 2. A. T. Gibbs and R. J. Langston, 44.

Two-day Squelch

PERSEVERANCE with its annual Welsh Two-day Rally has enabled the Surrey Hills Club to show a steady increase in entries: 49 in 1956, 62 in 1957 and 98 this year. But last weekend's event was marred by torrential rain. However, apart from an hour's delay at the start on Friday night, everything went according to plan and the weather throughout most of Saturday was excellent.

Competitors were drawn from the South-Eastern, South-Midland and Southern centres as well as from the Army Motor Cycling Association, and although many experienced riders were included in the entry no fewer than 30 failed to complete the outward run from Guildford to Aberystwyth. Included in the 287-mile route was some very muddy going near Fenny Bridge and nobody clocked in at the Llandovery time check without a penalty of at least one mark for lateness.

Rain accompanied competitors all the way from Brecon back to Guildford and it was

a brave but bedraggled band of riders who checked in at the finish from just after 6.30 on Sunday evening. Again the route had included many miles of rough stuff (the Tregaron Pass, for example, followed by some little-known tracks between Llanwrtyd Wells and Llangammarch Wells) but retirements were less numerous on the way home.

Best Performances.—E. L. Jones (649 Triumph), 20 marks lost. **Runner-up**.—B. M. L. Smith (646 B.S.A.), 22. **Best Sidecar**.—A. J. Marchi (592 A.J.S.), 28. **Best 200 c.c.**.—A. J. Feist (Dot), 21. **Best Army Rider**.—Sett. D. Barnett (347 Matchless), 46.

Club Team Prize.—Dorking: M. A. Rogerson (649 Triumph), B. Davis (649 Triumph sc), H. Rees (649 Triumph), 205. **Army Team Prize**.—D. and M. School, Bovingdon: Sett. D. Barnett, WO/2 J. Day, L. Cpl. Cowdry, 167.

First-class Awards.—M. A. Rogerson (649 Triumph), 25; J. E. Dorton (348 B.S.A.), 35; J. Batchelor (498 Triumph sc), 35; P. J. Noad (597 Norton), 56; R. J. Stringer (347 A.J.S.), 43; C. Norris (649 Triumph), 45; E. J. Kemp (597 Norton), 55; WO/2 J. Day (347 Matchless) and L. Cpl. Cowdry (347 Matchless), 57; Sett. F. W. Ganiwell (347 Matchless), 71.

Scottish Scramble

FORTY-THREE riders took part in Glasgow Sporting Club's final scramble of the season at Newton Mearns on Sunday. Brilliant sunshine favoured the meeting and there were some 2,000 spectators (plus one pet monkey!). Scottish television was represented. The highlight of the racing was the unlimited c.c. final which provided a great battle, culminating in a win by less than a length for Dunfermline champion Johnny Davies (B.S.A.) from George Shearer (A.J.S.) and Lewis More on his Francis-Barnett.

250 c.c. Race (6 laps).—1. L. More (Francis-Barnett), 8m 55s; 2. A. Weir (197 D.M.W.); 3. J. Lawson (Francis-Barnett). **350 c.c. Race** (6 laps).—1. J. Davies (B.S.A.), 11m 47s; 2. I. Bell (B.S.A.); 3. Weir (197 D.M.W.).

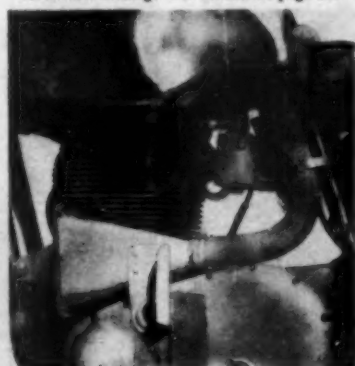
Unlimited c.c. Race (6 laps).—1. Davies (348 B.S.A.), 11m 41s; 2. G. Shearer (347 A.J.S.); 3. L. More (249 Francis-Barnett). **Non-winners' Race** (4 laps).—1. S. Robb (348 B.S.A.), 6m 4s; 2. J. Veitch (347 Matchless); 3. I. Shearer (348 B.S.A.).

Baptism of Mud

CATERING for 233 novices—44 of whom had never before ridden in a trial—would be a difficult enough task at the best of times. But when the chosen course is in a locality notorious for its soggy clay and the preceding weeks have seen some of the wettest weather ever known in August, then it is a bold club which decides to press on in the face of advice to cancel. Press on the Sunbeam Club did and its Novice Trial on Sunday (the 11th in the series) turned out to be a resounding success.

Cross in Hand, in East Sussex, was the venue, as usual, and one lap of a 17½-mile course was used. The 18 observed sections

Unusual air intake seen on a B.S.A. at the Aberdare Park meeting. For details see page 269



Highlights

- ★ A thrilling B.S.A., new from stem to stern, is about to make its bow. Next week's issue will include a detailed description with a full display of pictures and special drawings.
- ★ In addition, the 1959 plans of Excelsior are disclosed in an illustrated description covering the entire range.
- ★ Enthusiasts gather in the Isle of Man for the Manx Grand Prix Races during the coming weekend and our coverage will give full details of the initial practising periods together with entry lists for the Snafell Race on September 6 and the Junior M.G.P. on September 9.
- ★ A wide selection of popular features including another edition of Holiday Notes, Competition Commentary and sports reports.

Next Week

were situated in three groups of private woodland and, in spite of the abnormal rainfall, there were only two hazards which beat the entire entry. The fourth section, too, was extremely severe and eventually it was cut out to avoid the risk of long delays. Freed from this hold-up, the trial progressed without a hitch and the last mud-bespattered competitors signed off at 4.30 p.m.

Best Performance.—L. Mathews (197 Greaves), 11 marks lost. **150 c.c.**.—L. Carpenter (Francis-Barnett), 34. **250 c.c.**.—I. L. Cook (197 Greaves), 12. **350 c.c.**.—J. Eady (A.J.S.), 18. **500 c.c.**.—B. Maynard (Ariel), 20. **Best First-timer**.—R. Cooper (197 Norton), 29. **Best Star Green Member**.—J. Donaldson (197 Greaves), 15. **Best Sunbeam Member**.—K. W. Hopkins (197 James), 21. **Best Non-club Member**.—C. R. Beal (197 Greaves), 35. **Team Prize**.—Grove Park: L. Mathews (197 Greaves), W. T. Moran (197 Greaves), J. D. Blythe (197 Francis-Barnett), 61. **First-class Awards**.—R. G. Wadham (197 Norton), L. D. Clark (197 Norton), R. V. Staples (197 Greaves), R. Carnell (197 James), T. S. Headman (199 Triumph), J. Dade (197 Greaves), T. Walters (197 James), C. J. Walters (197 Norton), M. R. Tutt (199 Triumph), B. Stringer (224 Greaves), W. T. Moran (197 Greaves), J. L. White (197 Francis-Barnett), D. P. Peckover (197 James), R. Tripp (197 Norton), C. H. Parker (197 James), P. J. Checkfield (197 James), M. Edwards (347 Matchless), R. J. Gardiner (499 B.S.A.), P. L. Collins (499 Triumph), M. Durham (347 Ariel).

REGULATIONS are available for the following events: the Bulth Wells Club's national Kidston Scramble (September 13). Entries close August 30. Secretary is Mrs. H. Weale, Hay Road Garage, Bulth Wells, Brecks.

Wirral Hundred Club's sand races (September 13). Entries close August 31. Secretary is H. W. Bowman, 63, Claremount Road, Wallasey, Cheshire.

Glasgow Sporting Club's open rally (September 7). Entries close September 1. Secretary is J. R. Kay, 28, Walter Street, Glasgow, E.1.

The Mercury Club's open scramble at Newton Mearns (September 7). Entries close September 1. Secretary is A. W. Weir, 32, Moraine Circus, Glasgow, W.5.

Edinburgh St. George Club's open Mirriless Trial (September 7). Entries close September 1. Secretary is A. Lamb, c/o Alexanders', 10-14, Lothian Road, Edinburgh.

The City of Liverpool Road Safety Rally organized by North Liverpool Club (7 September). The rally is open to any rider or driver whether a club member or not, and includes a class for invalid tricycles. Entries close September 1. Secretary is J. Mooney, 5, Eastone Road, Liverpool, 24.

SPORTS NEWS

Seven for the Trophy

Preliminary List of Entries for the International Six Days' Trial

Next Month: 18 Nations Represented

ONE more British I.S.D.T. entry should be added to the list of 36 given in last week's issue. Miss Olga Kevelas left things so late that she sent her forms direct to the organizers instead of through the A.C.U. Although the entry had to be referred back to the A.C.U. it has been accepted. Olga will ride a 175 c.c. CZ.

Another addition is a Royal Enfield team—John Brittain, Peter Fletcher and Peter Stirling—bringing the total of British manufacturers' teams to eight. (The others are Ariel, B.S.A., Francis-Barnett, Greeves, James, Matchless and Triumph.) The only British club team nominated by last weekend was the Birmingham "30" trio, Albert Glassbrook (249 Greeves), Michael Martin (499 B.S.A.) and Bryan Povey (499 B.S.A.).

The West Germans have solved their problem of finding suitable machines and the nominations are: Trophy—Walter Aukthun (Maico), Lorenz Specht (Zündapp), Richard Hessler (Zündapp), Klaus Kämper (Maico), Gernot Leistner (Zündapp), Volker von Zitzewitz (Maico); both men and machines are a repeat of the winning German team in last year's event. In the Vase contest the two West German teams will be: A—Sebastian Nachtmann, Konrad Wellenhofer, Hans Meier and Alfred Hartner riding B.M.W.s; B—Heinz Klingenschmidt, Albert Seitz, Johann Abt and Manfred Sensburg, all on D.K.W.s.

Latest news from the organizers shows seven Trophy teams—Czechoslovakia, Germany (East), Germany (West), Great Britain, Italy, Sweden and the U.S.S.R. Seventeen teams have been entered for the Silver Vase—Austria A and B, Czechoslovakia A and B, Germany (East), Germany (West) A and B, Great Britain A and B, Italy A and B, Poland

A and B, Sweden, Switzerland, U.S.S.R. A and B.

The preliminary list of entries shows a total of 253, but it is expected that, when queries have been settled, the final total will be considerably higher. Eighteen nations are represented—Austria, Belgium, Czechoslovakia, Denmark, Germany (East), Germany (West), Great Britain, Hungary, Ireland, Italy, the Netherlands, Norway, Poland, Rumania, Spain, Sweden, Switzerland, U.S.S.R.

More on TV

IN ADDITION to the Wakefield Club's Bentley Springs Scramble mentioned in last week's issue, A.B.C. will be televising two other scrambles in October. The first is the Peterborough Club's meeting on a course near the Peterborough to Wansford road, on Sunday, October 5, and the second is being organized by the Pathfinders and Derby Club at Clifton, near Ashbourne, on Sunday, October 26. Final permission for televising of the Pathfinders meeting has yet to be obtained from the A.C.U.

A.C.U. Stars

LATEST OFFICIAL news from the A.C.U. confirms that the leaders in the Scrambles Star Competition are as given by Ralph Venables in Competition Commentary on page 253. Leaders for the Trials Stars are: Solo.—Gordon Jackson, 52, John Brittain, 51, Sammy Miller, 40, Jeff Smith, 36, Roy Peplow, 34, Gordon Blakeway, 33; Sidecar.—Frank Darrieulat, 41, Arthur Pulman, 30, Frank Wilkins, 26, Arthur Humphries, 18, Sam Seston, Bob Williams and Peter Wraith, 15.

These placings do not include in the reckoning the Scottish Six Days', the Welsh, the Allan Jefferies and the Red Rose trials and are therefore not so up to date as calculated by Ralph Venables and published on August 14.

In road racing, the results are calculated up to August 19, but do not include the Thruxton meeting on April 7 and the Oulton Park meeting on August 4. Placings are: 500 c.c.—Derek Minter, 32, Tony Godfrey, 28, Bruce Daniels and Alastair King, 16, Terry Shepherd, 14, Bob McIntyre, 12; 350 c.c.—Minter 31, Mike Hailwood, 19, Bob Anderson, 17, King, 16, McIntyre, 14, P. W. Reid, 13; 250 c.c.—Hailwood, 54, Ron Purslow, 31, John Hamilton, 24, Dan Shorey, 20, Joe Murgatroyd and Jimmy Payne, 12; 125 c.c.—Hailwood, 32, Derek Edlin, 18, E. L. Griffiths, 13, D. C. Moore, 10, J. E. Field, 9, Purslow, 8; Sidecars.—Pip Harris and Bob Robinson, 22, Bill Boddice, 18, Cyril Smith, 14, B. N. Green, 9, Jackie Beeton, 8.

At Brands Hatch

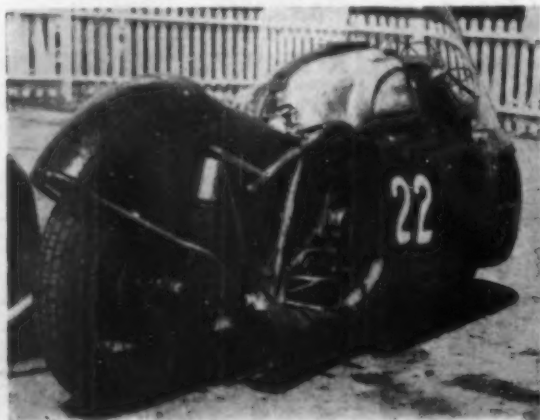
AS MENTIONED in the Brands Hatch report on page 266, Cyril Smith reverted recently to a sprung rear wheel on his Norton outfit. As the photograph shows, the alteration has been made with a minimum of work: the solid rear frame was cut off under the seat and additional tubes were welded and brazed on to form a triangulated sub-frame. The rear fork is pivoted between gusset plates on the twin near-vertical tubes behind the gear box. Because of the more rearward location of the wheel, a second bridge tube has had to be welded between the top tubes behind the existing bridge to form the forward anchorage of the seat and mudguard assembly. Before starting work, Smith measured the wheelbase of the outfit and was rather horrified to find that it was only 49in. He attributes some of his handling difficulties to this fact, though, as he said, "it was lovely for weaving through the other boys in the paddock!"

Also new was the engine, a 90-bore of 488 c.c. built by Bill Stuart. Reason for the unusual capacity is the use of the standard three-fifty Manx Norton stroke of 76.7mm. The engine was reported as having plenty of power but only over a narrow rev band which made it rather unsuitable for the twists and gradients.

Promising Three-wheeler

ANOTHER INTERESTING MACHINE at Brands was Norman Lockwood's three-

Below is the rear springing grafted on to Cyril Smith's Norton. Right: Smith and Eric Bliss with the outfit in the Brands Hatch paddock



wheeler powered by a standard, single-carburettor Triumph Tiger 110 engine. This low-built beetle made its debut there on July 13, an unlucky day since part of the steering came adrift during one of the races. The fault has been rectified and the handling is so encouraging that Lockwood is now to set about obtaining more power. Though by no means the slowest vehicle on the course, the relatively heavy three-wheeler was noticeably down on acceleration in comparison with rival sidecar outfits. The space frame comprises a main spine tube with subsidiary tubes and channels to support the suspension, body and rear-mounted power unit. The steering gear is built up mainly from Ford parts and front suspension is by wishbones and transverse quarter-elliptic springs. A pivoted fork carries the rear wheel which is sprung by longitudinal quarter-elliptics shackled to the fork ends. Engine cooling is by means of a duct from the nose and jacking round the cylinders and heads.

Getting Fit

MENDING FAST is Yorkshireman Jack Brett, who broke both arms when he spilled in the 350 c.c. race of the German Grand Prix at the Nurburgring last month. Already the plaster has been removed from his left arm and he is undergoing exercises daily to get back the final few degrees of elbow movement. His right arm is still in plaster but anyone who knows Jack will realize that this does not stop him from getting out and about!

Big Air Intake

THE PICTURE on page 267 does not show a loud-hailing system for racing models but a forward-facing air intake connected to the carburettor of A. R. Morris' three-fifty B.S.A.

during practising at Aberdare Park last Saturday. In the past, many other riders have been attracted by this scheme for free and progressive supercharging. The snag is that, as soon as the pressure over the main jet in the carburettor choke rises to the level of that in the float chamber (atmospheric), fuel ceases to issue from the jet! The solution is to pressurize the float chamber and fuel tank by connecting them to the intake, and this involves thorough sealing of the tank and float chamber. Morris intends to continue his experiments on those lines.

OWING TO lack of entries, the Sidcup Club's Knatts Valley Hill-climb scheduled for September 7 has been cancelled.

RACING SERVICE will be provided by Ferodo for the Manx Grand Prix at the usual depot in Westmoreland Road, Douglas, with E. J. Porter in charge.

OVER 60 ENTRIES have been received for the Highland Two-Day Trial taking place next Saturday and Sunday with headquarters at Inverness. Rather more than a third are first-timers in the "Highland" and 14 are from England.

A STAR-STUDDED ENTRY has been received for the international meeting at Oliver's Mount, Scarborough, on September 19 and 20. Riders nominated include John Surtees, Geoff Duke, Bob McIntyre, Dickie Dale, Bob Anderson and Mike Hallwood, and there are seven entries from the Continent.

BEMSEEE has been offered an extra fixture at Crystal Palace—October 4—and it is proposed to hold a meeting open to members of Bemsee, the Vintage M.C.C. and all clubs in the South-Eastern Centre. Regulations can be obtained from W. G. Tremlett, 34, Paradise Road, Richmond, Surrey. Entries close September 16.

STRATFORD ON AVON is the venue for the Scott Owners' Club rally on September 7. The assembly point is the main car park in the

town and all owners of Scott machines—irrespective of membership of the club—are welcome. There will be a *concours d'élegance* and a cup is being presented for competition within the club. Secretary is N. K. Johnson, 260, Stafford Road, Wallington, Surrey.

SHORTLY THE A.C.U. will be altering the method of marking approved crash helmets; the marking will take the form of a perforation in the leather harness instead of in the shell. Helmets bearing the shell marking will, if in sound condition, still be accepted.

DICKIE DALE added to his successes on his Rennsport B.M.W. last Sunday when he won the 500 c.c. class of the Czech Grand Prix at Brno after taking the lead on the last of the ten laps. His average speed of 87.6 m.p.h. is a record. F. Stigany (Java) won the 350 c.c. race at record speed and Florian Camathius (B.M.W.) the sidecar event.

THE JERSEY CLUB'S 50-mile handicap received an entry of 27 at St. Queens Bay on August 21. It was held on a mile-long, twisting course over the sands. After exciting racing the winner was D. de Gruchy (499 B.S.A.), who received a credit lap. Local rider Alan Dagborn (499 B.S.A.), off the scratch mark, was second; followed by A. G. Clayden (348 B.S.A.), who received five credit laps.

ALTHOUGH PREDOMINANTLY a car meeting with an entry which includes the names of Michael Christie and Tony Marsh, the Shelsley Walsh national hill-climb on Saturday will see the largest-ever motor cycle contingent to tackle the famous Worcestershire hill. Racing starts at 1 p.m. Entries in the solo classes include George Brown (Vincenzo), the present holder of the hill record for two-wheelers; George Salt, Howard German and other well-known sprint specialists; Bill Boddice competes in the three-wheeler class, as also does E. A. Woods with the unconventional Morgan-Rudge. Shelsley Walsh is about 10 miles north-west of Worcester, on the B4204 (Martley) road. Good news is that this meeting is not necessarily the last at the famous hill—there are apparently, good hopes for the future.

IMPORTANT EVENTS

Saturday, August 30.—Worcestershire: Shelsley Walsh Hill-climb, near Worcester, 1 p.m. Night Trial, Kempsey Transport Café, 9.30 p.m. **Cornwall:** Scramble, The Kennels, Madron, Penzance, 5.30 p.m. **Ireland:** Road races, Kirkistown, Kircubbin, Co. Down, 3 p.m. **Cambridgeshire:** August Scramble, Castle Farm, Brynmanan, 2.30 p.m. **Gloucestershire:** Gloucestershire Grand National, Tirley, 3.30 p.m. **Saturday, August 30, and Sunday, August 31.—Inverness:** Highland Two-day Trial, Palace Hotel, 10 a.m. **Sunday, August 31.—U.S.A.:** Jack Pine Run, Lansing, Michigan, 5.30 a.m. **Perthshire:** Scottish Scrambles Championship, fifth leg, Tarfhaugh Farm, West Linton, 2 p.m. **Cambridgeshire:** Vintage Sprint, Witford Airfield, near Ely, 1 p.m. Silver Jubilee Scramble, Arrington, Old North Road (A14), 2 p.m. **Lancashire:** Rossendale Enduro, Rising Bridge filling station, Rising Bridge, Accrington-Haslingden boundary, 9 a.m. **Westmorland:** Grass-track racing, Hellsington, two miles south of Kendal on A6, 2.30 p.m. **Berkshire:** Castle Road Trial, Batchelor's Acre, Windsor, 10.30 a.m. **Northamptonshire:** Grass-track racing, off the main Peterborough-Wansford road (A47) ½ mile east of the Great North Road, 2.30 p.m. **Surrey:** Grass-track racing, Dry Hill Farm, Dornandland, near Lingfield, 1 p.m. **Devon:** Bampton Star Scramble, Druidshayne Farm, Bampton, 2.30 p.m. **Hampshire:** Gaymer's Trophy Trial, Robin Hood, Standford, near Bordon, 11 a.m. Southern Centre Scrambles Championship, Oxenbourne Farm, East Meon, near Petersfield, 1.30 p.m. **Hertfordshire:** Turpin Touring Trial, Delf Café, Garton (A405), near Watford, 10.30 p.m. **Derbyshire:** Scramble, Ertton, Gysella, off the Johnstown-Bangor road near Wrexham, 1.30 p.m. **Worcestershire:**

Scramble, Berrow Hill Farm, Feckenham, 2.30 p.m. Midnight Rally, West Magley, 12.01 a.m. **Monmouthshire:** Scramble, Coldra Farm, main Chepstow Road, 3 p.m. **Bedfordshire:** Grass-track racing, Small Grove Farm, Pepperstock, near Luton, 2.30 p.m. **Somerset:** Mendip Championships, Scramble, Lyndcombe, Westbury, on the Wells-Cheddar road (A371), 2.30 p.m. **Essex:** Eastern Centre Grass-track Championships, Skinner's Farm, Stapleford Tawney, 1.30 p.m. **Staffordshire:** Wakes Scramble, Renwick Lane, Frechay, near Cheadle, 2 p.m. **Yorkshire:** Road-safety Rally Elmwood Bus Garage, Shaw Hill, Huddersfield Road, Halifax, 2 p.m. **Eire:** Grass-track racing, Terenure College, Terenure, Dublin, 3 p.m. **Cornwall:** Scramble, Trewint, Poundstock, 2.30 p.m. **Herefordshire:** Scramble, Ridgeway Cross, near Crawley, on the main Hereford-Worcester road, 2.30 p.m. **Leicestershire:** Scramble, Springfield Hill Farm, Lowesby, near Tilton, 2.30 p.m. **Cheshire:** Scramble, Booth Bank, Millington, 2 p.m.

Saturday, September 6.—Isle of Man: Snafell Race (Manx Grand Prix newcomers), Mountain course, 4.45 p.m. **North-east Ireland:** Carrowdore "180" road race, Carrowdore, County Down, 3 p.m. **Monmouthshire:** Mitchell Trial, Guest, Keen and Nettlefolds (Cwmbran), Ltd., Clomendy Road, Cwmbran, near Newport, 11 a.m. **Sussex:** B.M.C.R.C. sprint, Madingley Drive, Brighton, 1.30 p.m. **Gloucestershire:** Valley Scramble, Myles House Farm, between Coaley and Cam, near Durdley, 3 p.m. **Herefordshire:** Grass-track racing, Grafton, two miles from Hereford on the main Ross road, 5 p.m.

Saturday, September 6 and Sunday, September 7.—Isle of Man: Manx Two-day Trial, Glencrutchery Road, Douglas, 8.30 a.m. on Saturday, 9.30 a.m. on Sunday.

Sunday, September 7.—Motor-Cross des Nations, Knutstorp, near Kagerod, Sweden. **Mallory Park:** Road races, Kirkby Mallory, noon. **Northamptonshire:** National Vespa Rally, Midsummer Meadow, Northampton, 10.30 a.m. **Scotland:** Rally, Esso Garage, Paisley Road, Wemyss, Glasgow, 2.30 a.m. **Lancashire:** Liverpool Road-safety Rally, St. George's Plateau, 1 p.m. Veteran and Vintage Rally, Morecambe, 10.30 a.m. **Yorkshire:** Veterans' Reunion Trial, Ashfield Hotel, Weston Lane, Otley, 1 p.m. **Cambridgeshire:** Cambridgeshire Grand National, Lawn Farm, Elyworth, 1 p.m. **Wiltshire:** National Grass-track Championships, Willoughby Hedge, Mere, 2 p.m. **Hampshire:** Road trial, Hogs Lodge Roadhouse, Petersfield, 11 a.m. Cromwell Trophy Scramble, Hankom Bottom, Morestead, near Winchester, 1 p.m. **Worcestershire:** Scramble, Feckenham, near Redditch, 2 p.m. **Cheshire:** Scramble, Bowstones, Daley, 2 p.m. **Derbyshire:** Burrows Trophy Trial, Auction Grounds, Ambergate, Derby, noon. Scramble, Brockley Wood Farm, Oxcroft Lane, Bolsover, 2 p.m. **Hertfordshire:** Trial, Green Man, Great Offley, 11 a.m. Trial, Beaman's Garage, High Cross, near Ware, 11 a.m. **Devon:** Scramble, Higher Quither Farm, Chilton, Tavistock, 3 p.m. Trial, New Inn, Muddiford, near Barnstaple, noon. **Dorset:** Dorset Grand National, Nallars Farm, near Askerswell, Bridport, 2 p.m. **Surrey:** Humm Hill Scramble, Lanes Park Farm, Bramley, 1 p.m. **Bristol:** Scramble, Henley Quarry, Yatton, 2.30 p.m. **Sussex:** Grass-track races, Gray and Rowell Garage, Bury Gate, near Pulborough, 1.30 p.m. **Essex:** Touring Trial, Woodlands Café, Stapleford Abbotts, on B175, 11 a.m. **Tuesday, September 9.—Junior Manx Grand Prix,** Mountain course, Isle of Man, 10.45 a.m.

CLUB NEWS



A.M.C. OWNERS (North Surrey).—New branch: first meeting is on September 4 at Commonwealth Tavern, Caterham, Surrey, at 8. Secretary: F. J. Sheridan, 62 Ebury Buildings, London, S.W.1. (South Yorks).—August 31: Taddington (Foljambe Arms, 2). (West Herts).—August 31: Thame treasure hunt.

Band Minicar (East Anglia).—August 30: Beach barbecue (H.Q., 5.30). (Manchester).—August 31: Trentham Gardens (Albert Square, 9.30). **Boats**.—August 31: Map-reading competition (War Memorial, Trent Embankment, 2.30). **British Two-Strokes** (North Western).—August 31: Trentham Gardens. **Broughton and Bretton**.—Secretary: J. J. L. Wright, 6 Crompton Close, Higher Kinnerton, near Chester. **Buxton**.—August 31: Main-road trial (Railway Hotel, 10.15).

Central Leeds.—August 31: Withernsea (Westgate, 9.30). **Cydebank**.—August 31: Loch Eck (H.Q., 10.30). **Devonport**.—August 29: Record evening (H.Q., 8). 31: Paignton Zoo (Coypool, 10.30). **Diss**.—August 31: Eastern Centre Grass-track Championships (Corner House, Gillingham, 10.15). The scramble to have been held on September 7 has been cancelled. **Dittons**.—August 31: Concours d'élégance at Woburn Abbey (Hampton Court, 10).

East Acton.—September 3: Open night (Duke of York, 8). **Eltham**.—August 30: Night trial (Clifton's Garage, 9). 31: Run (Perry Street, noon). **Ford Sports**.—August 29: Camping weekend (Merry Fiddlers, 7). 31: Run to camp site (Reg Smith's, 9).

Glasgow.—August 31: Oban (Paisley's Corner, 10.30). **Glasgow Sporting**.—September 1: Club night (H.Q., 8). **Ilkerton**.—August 31: Main-road trial (Peacock Hotel, Oakthorpe, 11). **Kings Norton**.—August 29: Briefing for scramble (H.Q., 8). **Kingson**.—August 31: Lulworth Cove (Cattle Market, 6.30). **L.E. Vale** (London).—August 29: Club night (The Greyhound, Keston, 8). 31: Bosham (Epsom Clock Tower, 9.30). **Lea Bridge**.—August 31: Touring trial (marshals meet Dell Cafe, Watford, 9). **Leatherhead**.—August 28:

Club night. 31: Hare-and-hounds run (Epsom Clock Tower, 10). **Leavesden**.—September 1: Club night (Three Horseshoes, St. Albans Road, Garston, 8). **Leicester Query**.—August 31: Scramble (Springfield Hill Farm, Lowenby, 2). **London Douglas**.—August 29: Impromptu run (H.Q., 8). 31: Wilton House (Blue Star, 9 or Bert's, Bagshot, 10). **London Scooter**.—August 31: Vale of the White Horse (Blue Cockatoo, 9 or Henly's Corner, A4/A30, 9.30). **London Touring**.—August 31: Woodbridge (Ace Café, 9). **Madstone Aces**.—August 31: Grass-track racing (Headcorn, 2). **Manchester Vagabond**.—August 31: Fleetwood (Gateway Hotel, East Didsbury, 10). **Mid-Herts**.—August 28: Natter night (H.Q.). **Middlebrough**.—August 31: Trial (Bradley's Quarry, near Great Ayton, 10). **Mont Christie**.—September 3: Club night (Woodbine).

Newington Rovers.—This new club has been formed in the Stoke Newington area and prospective members are welcome. Details from S. Hodgson, 37, Stoke Newington Road, London, N.16. **Norwest Sidecar**.—August 31: Alton Towers (Oldham Market Place, 10). **Nottingham Tornado**.—August 30: Night trial (Gorsehill Garage, Mapperley Plains, 11). **Norwich Sidecar**.—August 31: Touring trial. **North-East London**.—August 31: Support Vintage sprint (Wake Arms, 9). **Norwood**.—August 31: Puttenham (What 'O Café, 10). September 3: Club night (West Norwood Tennis Club, Knights Hill).

Peterborough Combination.—August 31: Cambridge (Embassy, 2). **Plymouth Touring**.—August 28: Meeting (H.Q.). 31: Holywell Bay (Stadium, Pennycross, 10). **Prima Eagles**.—August 31: Hampton Court (Stratford Church, 2). **Quickly**.—August 31: Noggins and natter (Leather Bottle, Warrington, 7).

Reading All-scooter.—September 2: Club night (River Club, Loddon Bridge, 8). **Rechester, Chatham**.—August 31: Trial (Sandford's Lim-Pit, Bluebell Hill, 10). **Royal Enfield Owners**.—August 29: Natter night. 31: Beaulieu (St. Paul's, 8.30 or What 'O Café, 9).

Scott Owners.—August 31: Vintage rally. **Sidcup**.—August 28: Film show. 31: Hill-climb

working party. **South Liverpool**.—August 31: N.L.M.C. rally. **Southampton Vikings**.—August 31: Southern Centre Scrambles Championships (Fleming Arms, 11.30). **Southern Sporting**.—August 31: Marshals' run (Claremont Café, Staines, 9.30). September 3: Trial briefing (H.Q., 8). **Southern Triumph Riders**.—August 29: Twenty questions (H.Q., 8). August 31: Uz-bridge road-safety competition. **Stratham**.—August 31: Gaymer's Trophy trial. **Surrey Sidecar**.—August 31: Hayling Island (Toby Jug, 8.30).

Tenterden.—September 2: Committee meeting (Eight Bells, 7). **Trade Winds**.—August 31: Lea Bridge road trial. **Triumph Owners** (Bedford).—August 28: Ladies' night (H.Q., 8). (Epping Forest).—August 30: Battersea Gardens (Crooked Billet, 6). September 2: Visit North-West London branch (H.Q., 7.30). (North London).—August 31: Virginia Water (Glensfield, 1.30). (North-West London).—August 31: Mystery run (S.E.R., 9). September 2: Natter night (H.Q., 7.30). (Southampton).—August 31: Lulworth and Corfe Castle (Millbrook roundabout, 9). **Triumph Owners of North West Kent**.—August 31: Coast run (H.Q., 9). September 2: Bring-and-buy sale (H.Q., 8).

Vagabonds.—August 31: Treasure hunt (Bull's Head, 10). September 1: Club night (Bull's Head). **Vincent H.R.D. Owners** (Aldershot).—August 31: Meet Southampton branch (Hampton Court, 2). (Cambridge).—August 28: Club night (Trinity Foot, A604). (Coventry).—August 29: Club night (Phantom Coach). (Derby).—August 28: Club night (Osmaston Park Hotel). (Essex).—August 29: Club night (White Hart, Chelmsford). (North London).—September 2: Club night (The George, Holmes Road, Kentish Town). (Oxford).—August 29: Club night (The Chequers, Horspath). (Scottish).—August 31: Meeting (Culross, noon). (Southampton).—August 29: Club night (Compass Inn, Winsor). 31: Meet Aldershot branch (Hampton Court, 2). (Welsh).—August 29: Club night (Barry Motor Club, Lewis Street, Barry). (Wessex).—September 2: Club night (Kings Arms, Bradford on Avon). (West London).—September 1: Club night (Ickenham Community Centre).

Watling Association.—August 30: Night run to Cromer (Wally's Café, Watford By-pass, 11.30). **West Essex**.—August 31: Pitch Hill (Crooked Billet, 9). September 1: Social (High Beech Village Hall, 8). **West Herts**.—August 31: Lea Bridge road trial. **West Leeds**.—August 28: Treasure hunt (old scrambles field on ring road between Wellington Hill and Seacroft, 7.15). 30: Working party (Post Hill, 2). 31: Scramble. September 3: Committee meeting (H.Q., 8). **West London**.—August 28: Committee meeting (H.Q., 8). 31: Cambridge (Hangar Lane, 10). **West Middlesex Amateur**.—August 31: Wallingford (Denham Service Station, 8.45). **Wickham**.—August 29: Film show (H.Q., 8.30). 31: Observers' run. **Wood Green**.—August 31: Captain's Run (Alexandra Palace, 10.30). **Workeham**.—August 28: Twenty questions (H.Q., 8). **Worthing Eagle**.—August 28: Working party (Bury, 7). 30: Working party (Bury, 2). 31: Working party (Bury, 10). **Wycombe**.—August 29: Club night (Nag's Head, 8).

THE CLUBMAN

IN BRIEF

IT has been announced by Oxfordshire County Council that the 200ft-long Nell Bridge at Addersbury will be closed at 11 p.m. on August 30 and September 6 so that essential work can be undertaken. The bridge will be reopened for single-line traffic before noon on each following day.

READERS' CORNER.—*Instruction Book Wanted*.—A. D. W. (Deal): for an ex-W.D. 750 c.c. Harley-Davidson. *Service Sheets Wanted*.—T. J. H. (Hounslow): for a 1957 250 c.c. Royal Enfield Clipper. *Lost*, July 20, between Weymouth and Yeovil, a pair of Barbour trousers. Ref. No. 677.

WHEN banners which had been displayed at Weymouth during the National Rally were returned to the A.C.U. offices, enclosed in the case was a complete front fork from a Zündapp Bella scooter. The fork will be returned to the owner if he will write to the secretary, Auto-Cycle Union, 83, Pall Mall, London, S.W.1.

AN East Midland section of the British Two-Stroke Club is to be formed. An inaugural run to Trentham Gardens will take place on

Sunday, starting from Groby Road, Fosse Road North Junction, Leicester, at 11 a.m. Alternatively, those interested can meet at the entrance to Trentham Gardens on the Newcastle under Lyne-Stoke road at 1 p.m. Secretary is R. Kemplin, 149, New Parks Boulevard, Leicester.

WORKS manager of the Excelsior factory for 26 years, Victor Hawkins died in hospital in Birmingham on August 16. He joined Excelsiors after Army service in the first world war and was very well known in the industry; he was 62 years old. The funeral took place last Thursday at Yardley Crematorium, Birmingham.

SOME 750 European medium- and long-wave transmitters and well over 2,000 short-wave broadcasting stations are tabulated in *Guide to Broadcasting Stations 1958-59*, just published in its 11th edition. Copies can be obtained, price 2s 6d, from booksellers or, price 2s 11d including postage, from Iliffe and Sons, Ltd., Dorset House, Stamford Street, London, S.E.1.

OUR associated journal *Flight* is publishing a series of special numbers in connection with the S.B.A.C. Show at Farnborough and tomorrow's issue provides a comprehensive survey of Britain's latest service, civil and research aircraft and their power units as well as advance

details of exhibits at Farnborough. This greatly enlarged issue is on sale at 2s 6d but the following special numbers of the Farnborough Report on September 3 and the Farnborough Review on September 12 though enlarged, are published at the usual price of 1s 6d. All these numbers can be obtained from booksellers and newsgents or direct from Iliffe and Sons, Ltd., Dorset House, Stamford Street, London, S.E.1.

TRAINING SCHEME.—Next R.A.C.A.C.U. course for learners organized by the Hamilton Club will begin at 10.30 a.m. on Sunday, September 7, at the Burgh Cleansing Yard, Hamilton. Full details may be obtained from W. Yates, 151, Quarry Street, Hamilton, Lanarkshire.

Also on Sunday, September 7, the Aldershot School starts its next course—at 10.30 a.m. at Warburgh Barracks, Wellington Avenue, Aldershot. The organizer is P. Squires, 282, Frimley Road, Camberley, Surrey.

The East Action Club's next course begins on Thursday, September 11, and a few vacancies remain. Applications should be made to D. G. Schwartz, 112, Lancaster Road, London, W.11.

Inquiries for enrolment on the forthcoming course organized by the Manchester Eagle Club should be sent to G. C. Ludlow, 2, Bromley Road, Sale, Cheshire. The assembly time is 2.30 p.m. on Saturday, September 20, at the Water Street Cleansing Depot, Manchester.

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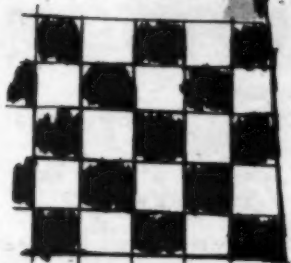
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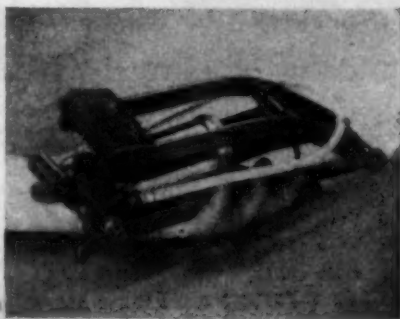
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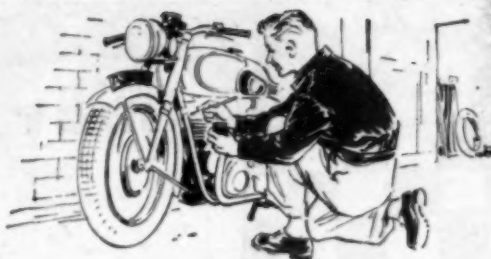
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AMBASSADOR—Manufactured by Ambassador Motor Cycles, Ltd., Ascot, Berks. Tel. Winkfield Row 3153-5. (C098/R)

GODFREYS, Ltd., Ambassador dealers all depots. See display advert. (C1052/R)

GIFTS OF SOUTH HARROW for new Ambassadors; terms, exchanges.—368, Northolt Rd., Byron 2484. (C1053/R)

IMMEDIATE delivery of Ambassadors.—F. W. Clark, 560-562, London Rd., Thornton Heath. Tel. Tho. 4997. (C1165/R)

COMERFORDS for Ambassador, new and second-hand, 1,000 machines in stock; send for lists.—Portsmouth Rd., Thames Ditton. Emb. 5551 (6 lines). (C1006)

CLAUDE RYE, Ltd., for your 1958 Ambassador, all models in stock, immediate h.p. ride away in 10 mins.—895-921, Fulham Rd., Fulham, Ren. 6174. (C1105/R)

ARIEL

WHITEYS OF ACTON—Biggest dealers in the Home Counties for Ariels; immediate delivery; h.p. exchanges.—273, Acton Vale, London, W.3. She. 5355. (C1128/R)

ROWLAND SMITH'S for Ariel. (C1114/R)

NEW models in stock.

FREE tax and insurance with second-hand motor-cycles.

269 new—Ariel Four 1956, 1,000cc, almost brand new.

155 kms.—Ariel twin, September 1956, Fieldmaster, extras, exceptional; also 1954 model.

115 kms.—Ariel Four 1951, 1,000cc springer combination, alloy motor; choice of 2.

39 kms.—Ariel 1950 550cc ohv, dual seat, good condition; terms, exchanges, list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. (C1114/R)

DEEFOSE BROTHERS offer:—

1955 Square Four, maroon, solo, never been chaired, very low mileage, outstanding motor and appearance; £189.

1953 Square Four Mark II, wedgewood blue, solo, fast and good looking; only £159.

1953 Square Four Mark II, maroon combination, absolutely unmarked, fitted with Watsonian c/s body, (lift forward front) on V021 brake chassis, a perfect outfit; £159.

1954 350 springer, everything in good order, an obvious bargain at £39.

1955 350 swiveling arm springer, appearance above average; £139.

1952 500 twin, completely overhauled, including re-strap, new big ends and main bearings, an as-new twin for only £129.

ALL the above machines may be purchased on a deposit, and the balance over 2 years if desired; part exchanges welcomed.—178-184, Brownhill Rd., Catford, S.E.8. Hlt. 8888. (C1012/R)

MITCHELL ERSKINE, Kingsbury Circle.

£59—1955 200cc Ariel Cult, s/frame.—The Broadway, Kingsbury, N.W.9. Tel. Colindale 7574. (C1141/R)

SALES & WANTS

Turn to page 39 for
Advertisement Form

PRIDE & CLARKE

1500 TAX FREE BARGAINS

Continued from previous column
INSURANCE INCLUDED IN TERMS

	Cash Price
B.S.A., '54, 350 O.H.V. C11 de luxe, 4-speed, sprg, d/mst	£599 10
F. Berrant, '55, 197 Villiers Falcon, alarm, d/mst	£599 10
James, '57, 98 Comet Villiers engine, telos, r/sprnging	£599 10
James, '56, 197 Captain de luxe Villiers engine, telos	£599 10
Triumph, '56, 350 O.H.V. Tiger Cub, d/mst, sprg, r/s	£599 10
F. Berrant, '54, 350 O.H.V. Clipper, alarm, d/mst	£599 10
Ariel, '56, 350 O.H.V. L6 Cub, d/mst, sprg, r/s	£599 10
James, '56, 350 Villiers de luxe, d/mst, alarm	£599 10
Triumph, '56, 350 C11 de luxe, 4-speed, sprg, r/s	£599 10
Faulstich, '56, 350 O.H.V. Tiger Cub, d/mst, alarm	£599 10
F. Berrant, '55, 197 Villiers Falcon, d/mst, alarm	£599 10
James, '56, 98 Villiers 2-stroke, telos, r/sprnging	£599 10
James, '56, 197 Captain de luxe Villiers engine, telos	£599 10
Mois Guss, '57, 98 Super Sport 2-stroke, telos, r/sprng	£599 10

LARGEST SELECTION

Ariel, '57, 350 O.H.V. Cub, alarm, d/mst, sprg, etc.	£599 10
R. Boddell, '57, 350 O.H.V. Clipper, alarm, sprg, etc.	£599 10
James, '57, 197 Captain de luxe Villiers engine, r/sprng	£599 10
F. Berrant, '56, 350 Villiers Cruiser, d/mst, alarm	£599 10
Triumph, '57, 350 O.H.V. Tiger Cub, d/mst, alarm	£599 10
James, '57, 350 Clipper, d/mst, alarm, sprg, etc.	£599 10
Gilbert '57 (Dec.), 175 O.H.V. Super Sports, d/mst	£599 10
James, '56, 350 Commodore, alarm, 500 miles only	£599 10
R. Boddell '56, 350 O.H.V. Clipper, d/mst, r/sprng	£599 10

SINGLE-TENNER BARGAINS, 300 c.s. to 600 c.s.

Matchless, '49, 350 O.H.V. Model G3, d/mst, telos	£499 10
R. Boddell, '50, 350 O.H.V. Model G, telos	£499 10

EASIEST TERMS

Ariel, '55, 350 O.H.V. Model NH Red Hunter, telos	£550 10
B.S.A., '56, 350 O.H.V. R11 de luxe, sprg, d/mst	£550 10
A.J.S., '56, 350 O.H.V. 1436, telos, r/sprng	£550 10
Ariel, '55, 350 O.H.V. Model R34, alloy engine, telos	£550 10
James, '55, 350 O.H.V. Red Hunter, sprg, d/mst	£550 10
Faulstich, '55, 350 O.H.V. Model 73, dusty telos	£550 10
Ariel, '55, 350 O.H.V. Red Hunter, sprg, d/mst	£550 10
Matchless, '51, 350 O.H.V. Model G30, d/mst, alarm	£550 10
A.J.S., '55, 350 158, telos, alarm, d/mst	£550 10
B.S.A., '54, 350 O.H.V. Model M20 de luxe, sprg, r/s	£550 10
B.S.A., '55, 350 O.H.V. Model R37 de luxe sprg, d/mst	£550 10
Volante, '55, 350 O.H.V. Model MAC, d/mst, telos	£550 10
Matchless, '55, 350 O.H.V. Model 1408, d/mst, alarm	£550 10
B.S.A., '54, 350 O.H.V. 1436, telos, r/sprng	£550 10
Horton, '53, 350 O.H.V. Model R22, alarm, sprg, r/s	£550 10
Matchless, '55, 350 O.H.V. Model G30, d/mst, alarm	£550 10
A.J.S., '55, 350 O.H.V. Model 1635, d/mst, alarm	£550 10
Ariel, '54, 350 O.H.V. Red Hunter, alarm, d/mst	£550 10

LOWEST PRICES

Series, '54, 350 O.H.V. Model R22, alarm, d/mst	£109 10
Volante, '54, 350 O.H.V. Model R22, d/mst, alarm	£109 10
Matchless, '54, 350 O.H.V. 1436, telos, r/sprng	£109 10
Ariel, '55, 350 O.H.V. Model VB de luxe, alarm, d/mst	£109 10
Faulstich, '54, 350 O.H.V. Model 100 1/2-port, d/mst, telos	£109 10
B.S.A., '54, 350 O.H.V. Model R31 de luxe, alarm	£109 10
Ariel, '55, 350 O.H.V. Red Hunter, d/mst, alarm	£109 10
A.J.S., '54, 350 O.H.V. 158, telos, r/sprng	£109 10
Horton, '55, 350 O.H.V. Model R22, alarm, d/mst	£109 10
B.S.A., '55, 350 O.H.V. R31 de luxe, d/mst	£109 10
Matchless, '55, 350 O.H.V. Model G31A, d/mst, alarm	£109 10
Ariel, '56, 350 O.H.V. Red Hunter, alarm, d/mst	£109 10
Ariel, '56, 350 O.H.V. Model VB de luxe, alarm, d/mst	£109 10
Horton, '55, 350 O.H.V. Model R22, alarm, d/mst	£109 10
Matchless, '54, 350 O.H.V. Model G31A, d/mst, alarm	£109 10
A.J.S., '54, 350 O.H.V. Model 158, alarm, d/mst	£109 10
Ariel, '57, 350 O.H.V. Red Hunter, alarm, Avon Pairing	£109 10
Horton, '57, 350 O.H.V. Model 50, alarm, d/mst	£109 10

MULTI-UNIT BARGAINS

Brooklands, '55, 350 Tallman Twin, 2-stroke, telos	£550 10
B.S.A., '55, 350 O.H.V. Model A7 Twin, telos, d/mst	£550 10
Brooklands, '55, 350 Tallman Twin, sprg, d/mst	£550 10
Triumph, '56, 350 O.H.V. Tiger 100 Twin, d/mst, alarm	£550 10
Triumph, '51, 350 O.H.V. 17 Twin, d/mst, sprg, r/s	£550 10
Triumph, '55, 350 O.H.V. 3-speed Twin, alarm, d/mst	£550 10
Sunbeam, '51, 500 O.H.V. 80 Twin, r/sprng, d/mst	£550 10
Triumph, '51, 350 O.H.V. Thunderbird, alarm, d/mst	£550 10
Triumph, '55, 350 O.H.V. Tiger 100, d/mst, alarm	£550 10
Brooklands, '57, 350 de luxe Tallman, alarm, d/mst	£550 10
Triumph, '55, 350 O.H.V. Thunderbird, alarm, d/mst	£550 10
B.S.A., '55, 350 A7 Star Twin, d/mst, r/sprng	£550 10
Donk, '57, 350 O.H.V. Thunderbird Twin (Bagnall), alarm	£550 10
Matchless, '55, 350 O.H.V. Model G3 Twin, d/mst, alarm	£550 10
A.J.S., '54, 350 O.H.V. Twin Model 30, d/mst, r/sprng	£550 10
Ariel, '51, 350 O.H.V. Twin Huntermaster, alarm, d/mst	£550 10
Triumph, '54, 350 O.H.V. Tiger 110, d/mst, alarm	£550 10
B.S.A., '54, 350 O.H.V. G. Flash, d/mst, alarm	£550 10
Adler, '57, 350 Luxury Twin, d/mst, alarm, r/sprng	£550 10
Ariel, '56, 350 O.H.V. Red Hunter Twin, alarm, d/mst	£550 10

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PRIDE & CLARKE

158 STOCKWELL ROAD, LONDON, SW9
Phone BR1 6251 - Grams, PRICLARKE, LONDON

ARIEL

PANKHURST OF HAMMERSMITH.—Open to 8 p.m. every weekday.
350 obv, 1,000 miles only, as new; £179.

1948 1,000 ohv Square 4; £39.—\$14, King St. W. Tel. Riverside 1401. (C1136)

ARCHER OF ALDERSHOT for Ariel, etc., spares and service.—Victoria Rd. Tel. 323. (0562/R)

MATTHEWS OF STOCKWELL, Ltd., 55, Stockwell Rd., S.W.9

1957 Ariel Huntermaster 650 twin and Watsonian Maxstoke c/a sidcar in matching colour, under 5,000 miles, immaculate; £475.

1957 Ariel 550i, h.p. exchange, 1955 Colt. Brixton 6555. Terms and exchanges. (C1122)

HAYEN, Ltd., main agents: part exchanges, terms; service and repairs.—162, High Rd., Ilford 0561. (0540/R)

NICK LANCASTER for all Ariels, including Square Four stocks.—53, Whitgate Drive, Blackpool 24720. (0148)

COMERFORDS for Ariel and 1,000 other machines: lowest possible h.p. rates.—Portsmouth Rd., Thames Ditton. (C1006)

SLOCUMBE OF NEASDEN!!! for your new Ariel: terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3555-6 lines. (C1115)

HARRY NASH, the new Dealer and other models. Immediate delivery? h.p. exchange, 1955 Colt. Avon fairing, as new; £79.—381, King St., Hammer-smith, W.6. Riv. 2837. (C1090)

ARIEL WANTED

ROWLAND SMITH'S, the Ariel buyers.—Hamstead High St., London, N.W.3. Ham. 6041. (W1114/R)

GEORGE CLARKE pay most for Ariel.—275, Brixton Hill, S.W.2. Telos Hill 3311. (W1019)

WE pay £10 more for Ariel: H.P. accounts settled, cash balance immediately: we pay your fare home.—Ride it to Kingsway Motors, 29-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6 days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. (W1039)

ARIEL SPARE PARTS

S. A. COLES, Ltd., for large stock of post-war Ariel spares.—564-568, High Rd., Leyton. E10. Ley. 7171. (S1017/R)

WRITERS, Ltd., the largest Ariel spare stockists, Kennington Cross, London, S.E.11. Reliance 1362. (0243/R)

WHITBY OF ACTON.—All Ariel, Burman, Amal spares.—263, Acton Vale, London, W.3. She. 6785. (S1128/R)

CLAUDE RYE, Ltd.—Large stocks of spares for pre-war and ex-W.D. models.—395-521, Fulham Rd., London, S.W.6. Renew 6174. (S1105/R)

HARWOODS OF RICHMOND.—100% Ariel spares stockists.—14, 16, 18, Kew Post Rd., Richmond. Ric. 2045. (S1050/R)

O'NEILL BROS., Ltd.—All post-war spares in stock, also Burman, Amal, Lucas: full postal service; trade supplied.—The Broadway, M.W.9. Hendon 8629. (S1179)

CLAUDE RYE, Ltd. Ariel specialists.—Comprehensive range, immediate c.o.d.—395-521, Fulham Rd., London, S.W.6. Renew 6174. (S1105/R)

PRIDE & CLARKE.—New and second-hand spares; quotations and part return post; c.o.d.; easy payments.—Stockwell Rd., S.W.9. BR1 6251. (S1098/R)

KAYS OF EALING, Ltd.—Ariel spare parts stockists. Trade supplied, quotations or c.o.d. by return.—6-10, Bond St., Ealing. W.5. Eal. 2387. (S1075/R)

ELITE MOTORS (TOOTING), Ltd. 951-961, Garrair Lane, Tooting Broadway, S.W.17. Balham 1200. Vast range of Ariel spares. Call or send c.o.d. (S1169/R)

PURNEY AUTOS.—Genuine spares for post-war models; also genuine Burman gear box spares; 24-hour c.o.d. service.—383, Putney Bridge Rd., S.W.15. Putney 6897. (S1158/R)

GODFREY'S, Ltd., Ariel and Burman spare stockists; c.o.d.—226-234, London Rd., Croydon. Cro. 5641, 306, Portland St., W.1. Rus. 4632, 418, Romford Rd., Forest Gate. E.7. 1254. (S1052/R)

B.M.W.

A.P.N., Ltd., sole concessionaires for the full range of B.M.W. motor cycles, including R26 250cc, £354/4/8; R50 500cc, £350/9/9; R60 600cc, £352/19/9; R69 600cc, £395/5/2, early or immediate delivery all models.—Catalogue and h.p. terms on application to Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011). (C1189/R)

1951 B.M.W. R51/3 and R501 Box s/car; £185; h.p. could be arranged.—Box (Kent) 604. (B400)

M.L.G. MOTORCYCLES, Ltd., for your new B.M.W. specialists for B.M.W. motor cycles and Isotta. FACTORY trained staff; full range of B.M.W. accessories and spare parts.

WORKSHOP specially equipped for the repair and service of B.M.W. and Isotta, at 8-9, Goldhawk Mews, W.12. Shepherd, 105, Goldhawk Rd., London. W.12. She. 5722. (0343/R)

B.M.W. WANTED

COMERFORDS.—Buy B.M.W.s for cash.—Portsmouth Rd., Thames Ditton, Surrey. (W1006)

PRIDE & CLARKE

1500 TAX FREE BARGAINS

Continued from previous column
INSURANCE INCLUDED IN TERMS

	Cash Price
Triumph, '55, 500 O.H.V. Tiger 100, d/mst, alarm	£159 10
B.S.A., '55, 630 c.c. O.H.V. G. Flash, alarm, Avon Pairing	£159 10
Triumph, '55, 500 O.H.V. Tiger 110, d/mst, alarm	£159 10
A.J.S., '55, 500 O.H.V. Twin Model 20, d/mst, r/sprnging	£159 10
Groves, '57, 321 2-stroke Twin, telos, r/sprnging 700	£159 10
B.S.A., '57, 650 O.H.V. G. Flash, alarm, d/mst	£179 10
Triumph, '56, 650 O.H.V. Tbird, alarm, d/mst	£179 10
Ariel, '56, 650 O.H.V. Huntermaster, alarm, d/mst	£179 10
R. Boddell, '57, 650 O.H.V. RE Twin, d/mst, alarm	£179 10
Matchless, '56, 500 O.H.V. G9 Twin, d/mst, alarm	£185 10
Triumph, '56, 650 O.H.V. Tiger 110, d/mst, alarm	£189 10
A.J.S., '56, 650 O.H.V. Model 20 Twin, d/mst, alarm	£189 10
B.S.A., '57, 650 O.H.V. Road Rocket, d/mst, alarm	£199 10
Triumph, '57, 650 O.H.V. Tbird, alarm, d/mst, Pairing	£209 10
Series, '57, 650 O.H.V. Dominator 90 Twin, alarm	£209 10
Ariel, '56, 650 O.H.V. Huntermaster, d/mst, alarm	£219 10
Triumph, '57, 650 O.H.V. Tiger 100, d/mst, alarm	£229 10
Matchless, '56, 650 O.H.V. G11 Twin, d/mst, alarm	£229 10
Series, '56, 650 O.H.V. Dominator 90 Twin, alarm	£229 10
Ariel, '57, 1,000 sq. 4, sprg, 2,000 miles. As new	£249 10

SPECIAL BARGAINS

(Available to Callers only)	
Royal Enfield, '40, 350 O.H.V. Model G, telos	£299 10
James, '53, 98 de luxe Villiers Comet 2-speed	£299 10
Enfield, '53, 350 O.H.V. Model G, telos	£299 10
Volante, '48, 350 O.H.V. Model MAC, d/mst, alarm	£299 10
James, '52, 197 Villiers Captain, telos, r/sprnging	£299 10
Triumph, '53, 350 O.H.V. Model G3, telos	£299 10
B.S.A., '52, 350 O.H.V. C10 de luxe, alarm	£299 10
B.S.A., '54, 180 Bantam Major, d/mst	£445 10
Ariel, '49, 350 O.H.V. K6 de luxe Twin, telos	£445 10
Volante, '50, 350 Model M20, d/mst, alarm	£445 10
Triumph, '49, 350 O.H.V. Twin, telos, d/mst	£445 10
Enfield, '57, 80 Skutabike, enc. engine, telos, r/sprng	£445 10

COMBINATION BARGAINS

R. Boddell, '56, 500, with Wits. Acrot sidcar sidcar	£550 10
B.S.A., '56, 500 S.V. and B.S.A. sports sidcar	£550 10
B.S.A., '56, 500 M20, with Acrot sidcar sidcar	£550 10
Volante, '51, 500 Series C Comet, and 2-stk. sidcar	£109 10
Ariel, '54, 1,000 sq. 4 and 2nd Swallow Viscous	£119 10
Panther, '52, 600 O.H.V. with Watsonian Maxstoke 2-stk.	£129 10
A.J.S., '53, 500 158, with Canterbury 2-stk. sidcar	£135 10
Faulstich, '52, 600 V.R. with Canterbury A.C. sidcar	£135 10
Panther, '54, 600 and Bumar York D.A. sidcar	£149 10
Ariel, '54, 1,000 sq. 4, Hilleborough 2-stk. sidcar	£179 10
Ariel, '55, 1,000 sq. 4, and Watsonian Acrot	£189 10
Ariel, '54, 650 Huntermaster, and Avon sports sidcar	£199 10
Ariel, '55, 500 Twin, with Swallow 2-stk. sidcar	£199 10
B.S.A., '55, A10, with Swallow Jet 50 Sports	£209 10
Matchless, '56, 600 G11, and Bumar Lancelotti	£279 10
B.S.A., '55, 600 A10, and Grand Grand Prix Sports	£299 10
Triumph, 650 Thunderbird, with Steib Sports sidcar	£299 10

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PRIDE & CLARKE LTD

158 STOCKWELL ROAD LONDON SW9

Phone: BR1.6251. Grams: PRICLARKE LONDON

B.M.W. WANTED

ROWLAND SMITH'S, the B.M.W. buyers.—Hampstead High St., London, N.W.3. Ham 6081. (W1114/R)

A.P.N., Ltd., will purchase B.M.W. at the highest cash price.—Falcon Works, 400, London Rd., Isleworth, Middx. (Hounslow 0011.) (W1169/R)

B.M.W. SPARE PARTS

A.P.N., Ltd., sole concessionaires for B.M.W. spares.—The Motor House, London Rd., Isleworth, Middx. (Hounslow 0011.) (S1194/R)

BOND

BOND scooters available; terms, exchanges.—The Motor House, Stoughton, Worcester. Tel. Peopleston 275. (6241)

BOWN SPARE PARTS

GEORGE GROSE.—Sole Bown spares.—Service Concessionaires, 634, High Rd., Finchley, Hildside 2149. (0199/R)

B.S.A.

OWEN BROS., 100% B.S.A. specialists.

WE part exchange any make and arrange h.p. protection insurance.

EASY terms, 1/3 deposit and balance over 24 months.

SEE the B.S.A. models on display and choose now

OWEN BROS., 12, Battersea Rise, Clapham Junction, S.W.11. Bat. 5253. (C1095/R)

WHITBYS.

WHITBYS OF ACTON, the biggest B.S.A. dealers in the Home Counties, for immediate delivery of your new B.S.A., large selection of solos and combinations. 275, Acton Vale, London, W.3. She 5355. (C1128/R)

ROWLAND SMITH'S for B.S.A.

NEW models in stock.

FREE tax and insurance with second-hand motorcycles.

185 gns.—B.S.A., 1955 49cc Gold Star, alloy motor, swinging arm, carefully used.

175 gns.—B.S.A. Flash, 1955, 650cc combination, Watsonian saloon, one careful owner; choice of 4 A10 combs.

155 gns.—B.S.A. Flash, 1955, 650cc, swinging arm, exceptional condition.

105 gns.—B.S.A. Oct. 1952, 600cc 2-seater combination, carefully used.

79 gns.—B.S.A., 1955, 250cc o/hy, springer, 4 speeds, exceptional; also 1956 model.

62 gns.—B.S.A. Bantam Major, 1955 model, 150cc springer, battery, carefully used.

62 gns.—B.S.A., 1950, 600cc combination, very good condition; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. (C1114)

G. P. BALHAM, Ltd., offers:—

1952 B.S.A. 650cc Black Flash, good condition; £109.—G. P. Balham, 2b, 2c & 137, Balham Hill, S.W.12. Battersea 1107, ext. 4. (C1091)

DEEPROSE BROTHERS offer:—

1956 Black Flash 650cc s/s and Watsonian saloon a seater on V021 brake chassis, well kept and good looking; £219.

1953 Black Flash 650cc (plunger rear) and s/s Watsonian Mark I Monarch on V021; £159.

1956 Golden Flash solo, s.a.m., first-class motor, tyres and condition; a jolly good 650 Twin; £189.

ALL the above machines may be purchased on 1/4 A deposit, and the balance over 2 years if desired; part exchanges welcomed.—178-184, Brownhill Rd., Catford, S.E.6. Hlt. 8988. (C1012)

PANKHURST OF HAMMERSMITH.—Open to 8 p.m. every weekday.

1957 650 o/hy Road Rocket, T.T. tyres, chrome guards, rev. counter, lovely machine; £219.—314, King St., W.6. Tel. Riverside 1401. (C1156)

£155.—1957 B31 350cc, swinging arm, enclosed rear chain, exceptional condition.—Below.

£80.—1952 500cc Star twin, dual seat, excellent tyres, very clean, outstanding value.

ES MOTORS, 325, High Rd., W.4. Chi. 6366. (C1051)

FISHERS OF ACTON.—One-third deposit, balance 24 months.

1955 B.S.A. M21 600cc av springer, Manstoke child/adult saloon; £159/10.

1948 B.S.A. A7 500cc twin springer, Manstoke child/adult saloon; £75.

1948 B.S.A. M33 child/adult saloon, exceptional outfit; £89/10.

1950 B.S.A. M21 600cc av saloon sidcar; £69/10.

1955 B.S.A. 350cc swinging arm, Clubman Gold Star with lights; £159/10.

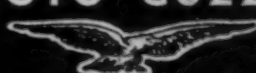
1951 B.S.A. Bantam 125cc springer; £39/10.

1950 B.S.A. Gold Flash, black; £59/10.—44, Western Ave., East Acton, W.3. Shepherds Bush 5007, 3 mns. Acton Underground. (C1005)

B.S.A. 1949 600 c/a comb., d/seat, teles; £56.—Hill 5769. (6384)

HARRY NASH.—See and appreciate our used bargains; last few shop soiled models finally reduced; all new 1958 models in stock; h.p. exchanges.—391, King St., Hammersmith, W.6. Riv. 2837. (C1090)

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- NORTON**, 1958, 99, 600 Twin, "Featherbed" frame, under 1,000 miles, as new. £248
- ARIEL**, 1957, 350 Red Hunter, swinging arm suspension, d/seat, legshields, screen, black/chrome, fine order. £169
- A.J.S.**, 1957 ("reg. '58"), 500 Twin, Craven panniers, carrier, crashbar and fog lamp, 5,000 miles, outstanding. £225
- NORTON**, 1957, 99, 600 Twin, "Featherbed" frame, Avon Fairing, 3½ gall. tank, grey/chrome, immaculate. £219
- B.S.A.**, 1957, C12, 250 O.H.V., swinging arm suspension, dualseat, maroon finish, 4,000 miles. £129
- ARIEL**, 1955, Colt, 200 O.H.V., springer, dualseat, tank cover, smart green/chrome finish. £85
- PANTHER**, 1957, 10/4, 200 Villiers, swinging arm suspension, dualseat, 6,000 miles, excellent. £99
- TRIUMPH**, 1957, Tiger Cub, 200 O.H.V., swinging arm suspension, dualseat, grey/chrome, finish, 3,800 miles, smart. £112
- FRANCIS BARNETT**, 1956, Cruiser, 225 Villiers, 4 speed, full width hubs, screen, legshields, carrier. £112
- ZUNDAPP**, 1956, 200S, s/arm suspension, dualseat, full width hubs, good tyres, exc. black/chrome finish. £117
- MATCHLESS**, 1955, G3LS, 350, s/a suspension, full width hubs, carrier, dualseat, low mileage. £137
- JAMES**, 1956, 225 Villiers, 4 speed, dualseat, s/arm rear suspension, good tyres, maroon finish. £105
- TRIUMPH**, 1956 (Sept.), 6T, 650 Twin, grey/chrome finish, s/arm suspension, 120 m.p.h. speedo., ex. tyres. £185
- TRIUMPH**, 1956, Speed Twin, 500, legshields, screen, parcel grid, sound motor, immaculate. £177
- A.J.S.**, 1953, 500 Twin, alloy head, s/arm suspension, dualseat, 120 m.p.h. speedo., crashbar, outstanding. £136
- A.J.S.**, 1955, 185, 500 O.H.V., alloy head, full width hubs, s/arm rear suspension, dualseat, nice order. £138
- NORTON**, 1953, Dominator, 500 Twin, s/arm suspension, dual seat, carrier, ex. tyres. Bargain. £105
- TRIUMPH**, 1955, Tiger 100, 500 Sports Twin, alloy motor, fin. front brakes, blue/chrome finish. £173
- FRANCIS BARNETT**, 1954, Cruiser, 225 Villiers, 4 speed, s/arm rear suspension, panniers, dualseat, very smart. £93
- SUNBEAM**, 1956, 58, 500 Twin, springer, s/drive, pillion seat, grey finish, exceptional condition. £165
- PANTHER**, 1950, 600 O.H.V., telescopic forks, 4 speed gearbox, pillion, ideal s/c machine. £59
- ARIEL**, 1952, 350 Red Hunter, springer, pillion, 120 m.p.h. speedo., good order. £62
- B.S.A.**, 1953, B33, 500 O.H.V., springer, dualseat, valenced front mudguard, panniers, maroon and chrome finish. £103
- B.S.A.**, 1954, C10, 250 S.V., spring frame, dualseat, 2-tone green finish, bargain. £68

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D.K.R.

COMERFORDS—Immediate delivery D.K.R. Dove.—
Portsmouth Rd. Thames Ditton. [C1006]

CLAUDE RYE—Immediate delivery latest D.K.R. scooter, with self-starter; choice of colours; terms. —895-921, Fulham Rd., S.W.6. Remova 6174. [C1105/R]

SLOCUMBE OF NEASDEN!!! for your new D.K.R.; terms and exchanges.—259-271, Neasden Lane, N.W.10. Gladstone 3555-8 lines. [C1115]

MEETENS, Shannon Corner, New Malden, Tel. 3110 for immediate delivery D.K.R.—Villiers Dove with kick starter, Pegasus with electric starter and DeHant 200cc 4 speed electric starter models; trade supplied; Villiers service. Ask for free lists of D.K.R.s from £54.15 deposit and 24 monthly rentals by h.p. and don't forget full expert tuition is free. Demonstrations. [C1203]

D.M.W.

COMERFORDS for D.M.W. and 1,000 other machines; lowest possible h.p. rates.—Portsmouth Rd., Thames Ditton. [C1006]

MEETENS, Shannon Corner, New Malden 3110, for D.M.W. Bambi scooter, a really sound, fully enclosed Villiers 90cc engine all-British scooter; at £110/6 incl. p. tax and s.p. for £37/8, and by h.p.; lists; tuition; demonstrations free. [C1203]

MEETENS, Shannon Corner, New Malden 3110, for immediate delivery of the irresistible D.M.W. Dolomite 250cc 4-speed Villiers twins, sports, trials, black, Paris grey, blue; also the 200cc Mark 9 4-speed single, all with famous MP Earles front suspension, and the Mark 9 200cc Popular, Britain's cheapest 197cc; illustrated list free; we offer choice of 2 little-used 1957 200P 4-speed at bargain price of 40qns, deposit; fix up for a demonstration on the Dolomite Twin—so silent, safe and swift; Villiers super service every type. [C1203]

D.O.T.

DOT CYCLE & MOTOR MANUFACTURING Co., Ltd., Manchester, 13, Tel. Blackfriars 5472-3-4. [0222/R]

COMERFORDS for D.O.T. and 1,000 other machines; lowest possible h.p. rates.—Portsmouth Rd., Thames Ditton. [C1006]

DOUGLAS

PANKHURSTS OF HAMMERSMITH—Open to 8 p.m. every weekday. 350 ohv Dragonfly, recon. motor; £129.—314, King St., W.6. Tel. Riverside 1401. [C1136]

1956 350 ohv Dragonfly, recon. motor; £129.—314, King St., W.6. Tel. Riverside 1401. [C1136]

FISHERS OF ACTON—One-third deposit, balance 24 months. Douglas 350 springer, exceptional; £39.10. [C117]

1948 Douglas 350 springer, exceptional; £39.10. [C117]

1950-51 Douglas Mark V, very clean; £49.10.—44, Western Ave., East Acton, W.3. Shepherds Bush 5007, 3 mins. Acton Underground. [C1005]

£129—1957 Dragonfly 350cc twin, Craven panniers, immaculate condition throughout. [C1085]

ES MOTORS, 325, High Rd., W.A. Chl. 6351 [C1031]

£45—Douglas 1951 350 Mk. V twin, built-in tool boxes, practically unworn tyres, very good condition.—Dilley, 374, Forest Rd., London, E.17. [C1080]

125 gns.—Douglas Dragonfly, October .957, 348cc ohv, swinging arm, dual seat, one owner; choice 2; free tax and insurance, terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.9. Ham. 6041. [C1114]

DOUGLAS WANTED

PRIDE & CLARKE—Biggest demand, highest prices.—158, Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1098/R]

WE pay £10 more for Douglas: H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-50, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6 days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. [W1039]

DOUGLAS SPARE PARTS

CLAUDE RYE, Ltd.—Full range of spares for the T35 model, c.o.d.—895-921, Fulham Rd., S.W.6. Remova 6174. [81105/R]

DOUGLAS VESPA

SPEEDWAY OF ACTON.

1957 Vespa 150cc, spare wheel, carrier, screen, 6,000 miles; £59.10.—310-314, Uxbridge Rd. 304, High St., Acton. Acorn 5051.2. [C1121]

GODFREYS Ltd.—Appointed Vespa dealers all depots.—See display advert. [C1052/P]

WHITBYS—Vespa specialists, new and second-hand.—273, Acton Vale, London, W.3. She. 5355. [C1120/R]

SLOCUMBE OF NEASDEN!!! for your new Vespa; terms and exchanges.—259-271, Neasden Lane, N.W.10. Gladstone 3555-8 lines. [C1115]

LEDA Scooters—Immediate delivery all models, part exchange, h.p. terms, service after sales.—Morden Court Parade, Morden, Surrey. Mit. 4466. [0084/R]

85 gns.—Douglas Vespa, 1957 125cc, dual seat, wind-shield; choice of 2; free tax and insurance, terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.9. Ham. 6041. [C1114]

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NORTON Mod. 77 600 c.c. Tw.	£268	£248
A.J.S. Mod. 20 500 c.c. Twin	£281	£250
NORTON 99 Dominator	£293	£265
HEINKEL Tourist 174 c.c.	£229	£199
ALBATROSS Twin 222 c.c.	£210	£190
PIATTI 125 c.c. de luxe	£143	£99
VESPA Continental 150	£181	£135
ALPINO de luxe 74 c.c.	£109	£95

£5 deposit reserves any model.

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OF ACTON

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THE VALE, ACTON,
LONDON, W.3

PHONE: SHEPHERDS BUSH 5355/6

Hours of Business: 9 a.m.—7 p.m. weekdays
Saturdays 6 p.m.

JAMES WANTED

CLAUDE RYE urgently require all models, get our price first! H.P. accounts settled. We pay carriage—895-921, Fulham Rd., S.W.6. Ren. 6174. [W1105/R]

WE pay £10 more for James: H.P. accounts settled, cash balance immediately; we pay your fare home—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6 days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. [W1039]

JAMES SPARE PARTS

HOE STREET GARAGE, Ltd.—James and Villiers spares; c'nter; c.o.d.—414, Hoe St., Wotow, E.17. Tel. Cop 1710. [0274]

METEN'S, Shannon Corner, New Malden 3110, are the best source of supply for your James and Villiers spares; trade supplied. [81205]

KAYS OF EALING, Ltd., James spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2387. [S1075/R]

J.A.P.

J.A.P. world service, engines and spares, retail, wholesale, export.—Alec Jackson Motor Export, Ltd., 1006, Harrow Rd., London, N.W.10. Ladbroke 2792. [C1066/R]

JAWA SPARE PARTS

NORMAN STOKES MOTOR CYCLES, U.K. distributors for all Jawa and CZ spares and service; trade enquiries invited.—1, Vernon St., Wellingborough Rd., Northampton. Tel. 1309. [0106/R]

LAMBRETTA

LAMBRETTA.—Sole concessionaires U.K., Lambretta Concessionaires, Ltd. Head office and sales, Beverley Works, Kingston By-Sea, S.W.20. Tel. Malden 7721. Service station, 215-219, Broadway, Wimbledon, S.W.19. Tel. Liberty 7621. Spares and accessories, 424/426, Kingston Rd., Raynes Park, S.W.20. Tel. Cherrywood 2204. [0475/R]

MERCURY offer:—

£55!—1953 Lambretta LD 125cc. pillion carrier, spare wheel, good all-round condition. MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley. Wembley 6053-9. [C1084]

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EXCLUSIVELY scooters.

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1957 Lambretta Mark III LDB, blue-grey and screen, 2,000 miles only, a magnificent outfit; £175. THREE months guarantee used machines.

310-314, Uxbridge Rd., 304, High St., Acton. Acton 5031/2. [C1121]

ROWLAND SMITH'S for Lambretta.

NEW models in stock.

FREE tax and insurance with second-hand scooters.

105!—Lambretta July, 1956, 150cc LDB, pillion, windshield, excellent condition; choice 4 Lambrettas: terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

LAMBRETTA.—Loxham's Motor Cycle House: ex-changes, h.p. terms.—Tel. 4242 Preston. [0044/R]

GODFREYS, Ltd., appointed dealers all depots, including Leytonstone.—See display advert. [C1052/R]

WHITBYS for bargains in used Lambrettas.—273, Acton Vale, London, W.3. Shep. Bush 5355. [C1128/R]

RENNO for your new Lambretta, new 1956 150cc, choice of colours; £132/5 plus p.t.; self-financed terms, 24 months to pay.

RENNO—Splendid selection good used models: 1956 150cc, one owner, battery lighting, many extras; 115ms; 1956 ditto; 95ms; 1955 ditto, 95ms; 1954 duo colour, resprayed, £75ms; join deposit club, pay when and what you like, details free.—232, Upper St., Islington, N.1. Can. 2021. [C1104]

PRIDE & CLARKE, Ltd., Lambretta specialists, all models, exchanges welcomed.—158, Stockwell Rd., S.W.9. Briston 6251. [1066/R]

SLOCUMBERS OF NEASDEN!!! for your new Lambretta: terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. [C1115]

WHITE & MARTIN for the Lambretta Scooter, immediate delivery; spares and accessories; h.p. terms, part exchanges, etc.—18, Ashfield Parade, Southgate, N.14. Palmers Green 1035. [C1052/R]

J. J. DOUBLE (MOTOR SALES), Ltd., 1958, Lambretta agents; terms, spares, service, repairs.—123-4, Midway Parade, Cranbrook Rd., Barkingside, Ilford. Tel. Val. 0191. [C1119/R]

NEW Lambrettas from £23/19/2 down, 24 instalments £2/4/3 (cash price £71/17/6); reduced hire purchase and insurance rates.—H. T. Saunders, Highfield, London, N.W.11. [0035]

O'NEILL BROS., Ltd.—Visit our new scooter showroom, full range of machines, spares, accessories and clothing; riding instruction given.—190, The Broadway, N.W.5. Hendon 8629. [C1179]

COMBINATIONS

- '55 TRIUMPH Tiger 100, alloy motor, s/arm, megaphone, fitted Watsonian Avon sidcar..... £150 0
- '56 TRIUMPH 650 c.c. Thunderbird, silver/chromium finish, Avon fully enclosed Streamliner and Garrard Grand Prix s/car, with all extras, whole outfit in matching colours..... £298 0
- '58 B.S.A. 650 c.c. Flash, 2,300 miles, 1/2 shields, Avon fairing, Garrard G. Prix, with all extras, bargain..... £315 0
- '52 B.S.A. 450 c.c. Flash, beige and chrome finish, sprung frame, d/seat, Watsonian Makstoke child/adult in matching colours..... £148 0
- '52 NORTON 600 c.c. Big 4 S.V., excellent condition, with single-str. Swallow Tudor sidcar..... £139 0
- '51 ARIEL Sq. 4 1000 c.c., black and chromium, large screen, sprung frame, alloy motor, fitted child/adult saloon Trinder sidcar..... £130 0
- '50 NORTON 600 c.c. S.V., d/seat, screen, fitted with a child/adult saloon sidcar, superb condition..... £95 0
- '55 ARIEL Hunstmaster 650 c.c. s/arm, with Steib Sports sidcar..... £190 0
- '55 ARIEL 650 c.c. Hunstmaster, maroon and chrome finish, screen, fitted with Watsonian Ascot full-door saloon sidcar..... £178 0
- '56 PANTHER 600 c.c. s/arm, screen, fitted with '58 Blacknell sprung wheel with braked chassis, Bumar single-seater saloon body, Bargain..... £109 0
- '38 ENFIELD 1000 c.c., 4-speed foot-change, Lucas magdyno lighting, screen, 1/2 shields, Watsonian chassis, single-seater body, excellent motor..... £35 0
- '53 B.S.A. 500 c.c. Twin, maroon and chrome finish, screen, 1/2 shields, d/seat, carrier, fitted Blacknell s/car on Safety chassis..... £175 0
- '50 NORTON 500 c.c. International, sprung frame, d/seat, bolt-through tank, Watsonian Avon sidcar..... £115 0
- '50 SUNBEAM 58, black and chrome, shaft drive, mirror, with Canterbury child/adult sidcar..... £90 0
- '58 TRIUMPH Trophy 650 c.c., 5,000 miles, with Garrard Grand Prix in matching colours..... £325 0
- '53 VINCENT 1000 c.c. Rapide, 150 m.p.h. speed, d/seat, exceptional condition, with Garrard 590 s/car..... £215 0
- '46 ARIEL 500 c.c. (not ex-V.D.), d/seat, 1/2 shields, dynamo lighting, fitted saloon child/adult sidcar, excellent runner..... £48 0

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LAMBRETTA

COMERFORDS for Lambrettas, new and second-hand, exchanges; terms: we offer first-class service facilities and are appointed Lambretta service agents.—Portsmouth Rd., Thames Ditton, Esherbrook 5551. [C1006]

ELITE MOTORS for your new Lambretta, every model for immediate delivery; spares, accessories and officially appointed Lambretta service station.—951 Garratt Lane, Tooting Broadway, S.W.7. Balmham 1200. [C1169/R]

SPECIAL offer: 1957 Lambretta PD 150cc commercial lightweight delivery 3-wheeler, very low mileage, with large well-built van body, 60wt capacity; cut your costs the easy way; list price £280, our clearance price £219.

BEST selection, best exchanges, best terms, best buy your new or used Lambretta from the best in the business.

NAYLOR & ROOT, Ltd., Motor Cycle House, 25, East Hill, S.W.18. Battersea 2592. [C1069/R]

CONTINENTAL SCOOTERS, Ltd., Britain's oldest all-scooter distributors, one-third deposit, exchanges, terms.—225-7, Westminster Bridge Rd., S.E.1, Wat. 3103, 157, Old Brompton Rd., S.W.5. Frie. 1644, 153, Finchley Rd., N.W.3. Sivi. 1747. [G1211/R]

LAMBRETTA WANTED

ROWLAND SMITH'S, the Lambretta buyers.—Hamstead High St., London, N.W.3. Ham. 6041. [W1114/R]

GEORGE CLARKE pay most for Lambretta.—278, Brixton Hill, S.W.2. Tulsa Hill 3211. [W1019]

PURNEY AUTOS purchase good used Lambrettas; exchanges, etc.—263, Putney Bridge Rd., S.W.15. Putney 1188. [W1139/R]

CLAUDE RYE urgently require all models, get our price first! H.P. accounts settled. We pay carriage.—895-921, Fulham Rd., S.W.6. Ren. 6174. [W1105/R]

WE pay £10 more for Lambretta: H.P. accounts settled, cash balance immediately; we pay your fare home—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6 days, Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. [W1039]

LAMBRETTA SPARE PARTS

SPEEDWAY OF ACTON, largest Lambretta stockists in Great Britain; all spares and accessories; same day c.o.d.—514, Uxbridge Rd., W.3. Acton 5031-2. [G1121/R]

PALMERS for Lambretta spares and service.—81, Stanley Rd., Teddington. Molesey 1646. [81009]

GEORGE GROSE, Ltd., 854, High Rd., N.12. Hill. 2149. All spares & acces. c.o.d. service. [0353]

GENUINE Lambretta spares, 125/150; prompt c.o.d.—R. Mallaby & Co., 144, Micklegate, York. 24017. [10075/R]

MARBLE ARCH MOTOR SUPPLIES, Ltd., Camberley, Surrey.—Lambretta spares, accessories, service; rapid C.O.D.—Rodney 2181. [0263/R]

MOORES OF TOTTENHAM for genuine Lambretta spares and accessories.—649-653, High Rd., Tottenham, N.17. Tel. Tottenham 2440. [0161/R]

GODFREYS, Ltd., for special Lambretta service, spares, factory trained mechanics, all special tools; 7 depots in the London area.—See display advertisement. [81052/R]

ASTON AUTO MOTORS OF BIRMINGHAM.—Complete range Lambretta spare and accessories; trade and retail; prompt c.o.d.—172-177, Aston Rd., Birmingham. 6. Aston Cross 3201-2. [0498/R]

LAMBRETTA SERVICE

ELEANOR MOTORS, 265, Mare St., Hackney, E.8. for sales, spares, service, repairs.—Amberst 5134/3923. [0812]

ELEANOR MOTORS (STADIUM)—East London's fully equipped service station, sales, spares, repairs.—96-106, Lea Bridge Rd., Clapton, E.5. Amberst 6606. [0524]

MAICO

MAICO (GREAT BRITAIN), Ltd., 61a, Gloucester Rd., S.W.7. Tel. Fremantle 4519-8. Spares and workshops; 25, Astwood Mews, S.W.7. Tel. Fremantle 5518. Sole concessionaires U.K. for Malcoletta 267cc and 277cc super scooter and Malcomobi 170cc. Totally enclosed. All spares from stock. [0602/R]

RON MCKENZIE, 961, Chester Rd., Stratford, Lancs. Sales service.—Longford 2100. [C1086]

GODFREYS, Ltd.—Appointed dealers all depots, including Leytonstone, E.11. See display advert. [C1052/R]

SLOCUMBERS OF NEASDEN!!! for your new Malco; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. [C1115]

CLAUDE RYE.—Immediate delivery new Malcos. Choice of colours; terms.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [C1105/R]

EARLY deliveries of these models are usually possible if you order now through Nick Lancaster.—53, Whitegate Drive, Blackpool. Tel. 24720. [0147]

EAST HILL MOTORS, Ltd., for your new Malcoletta or Malco Mobil; immediate delivery from stock; demonstration models available.

TERMS and exchanges, genuine after-sales service.—57, East Hill, Wandsworth, S.W.18. Vandyke 5465. [0028]

M.V.

COMERFORDS—423811 1956 M.V. 250cc, low mileage.
COMERFORDS for M.V., new and second-hand.—
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NORMAN SPARE PARTS

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 33, Tooting Bec Rd., London, S.W.17. Tel. 7791.
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NORTON

NORTON MOTORS, Ltd., Bracebridge St., Birmingham.
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G. P. BALHAM, Ltd., offers:—

1956 Norton 350cc, very good condition; £149.—
 G. P. Balham, 25, 26 & 137, Balham Hill,
 S.W.12. Battersea 1107, ext. 4. [C1091]

ROWLAND SMITH'S for Norton.

All models supplied.

FREE tax and insurance with second-hand motor cycles.
215 gens.—Norton twin 1957 600cc Dominator 90,
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105 gens.—Norton twin 1953 497cc Dominator, swing-
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 open 9-7 week-days and Saturdays.—Rowland Smith,
 Hampstead (Tube), N.W.5. Ham. 6041 [C1114]

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1956 International in the famous Featherbed
 frame, opportunity for enthusiasts! £209.
 This machine may be purchased on ½ deposit and
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 welcomed.—178-184, Brownhill Rd., Catford, S.E.6.
 Hlt. 8888. [C1012]

MITCHELL KERSKINE, Ltd. (Palmer's Green), offer:—

IMMEDIATE delivery new Norton 99 special, twin
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ONE third deposit, balance 12, 18, 24 months.

15 Green Lanes, Palmers Green, N.13. Boves Park
 5222 and 4976. [S101]

PANKHURST'S OF HAMMERSMITH—Open to 8 p.m.
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1950 ohv Dominator a.f. £100. [C1006]

1949 500 ohv ES2 a.f. £69.—314, King St. W.6.
 Tel. Riverside 1401. [C1136]

1957 Dominator 88 Featherbed, immaculate, taxed;
 £175.—30, Norman Rd., Welwyn, Herts. [S953]

HARRY NASH—Brand new 1957 models finally re-
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1950 Dominator 90, 124 mi., guaranteed, £239;
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 —391, King St., Hammersmith, W.6. Riv. 2637.
 (C1090)

ARCHER OF ALDERSHOT for Norton, etc., spares
 and service.—Victoria Rd., Tel. 323. [S366/R]

£185—1956 Dominator 88, Featherbed frame, very
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£155—1956 ES2 500cc, very low mileage, show-
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 (C1094)

COMERFORDS for Norton and 1,000 other machines;
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 Ditton, Emsbury 5531. [C1006]

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 N.W.10. Gladstone 3355-8 lines. [C1115]

ERIC KENNARD & Co. can supply your new Norton
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 available.—West Wickham, Kent. Spring Park 3700.
 (C1145)

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 don, W.5. She. 5555 (Showroom); She. 6785 (Spares).
 (C1128/R)

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R **ROWLAND SMITH'S**, the Norton buyers.—Hampstead
 High St., London, N.W.3. Ham. 6041. (W1114/R)

SMITH'S, 86, Chalk Farm Rd., N.W.1, want Nortons.
 —Gul. 2767. [C069/R]

GEORGE CLARKE pay most for Norton.—279,
 Frinton Hill, S.W.2. Tulse Hill 3211. (W1019)

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 —156, Stockwell Rd., S.W.3. Tel. Brixton 5251.
 (W1096/R)

CLAUDE RYE urgently require all models, gear our
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 carriage.—895-921, Fulham Rd., S.W.6. Ham. 6174.
 (W1105/R)

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We have the largest selection of Combinations in Great Britain. Our prices are the lowest and our terms most favourable. Don't delay, write, phone, or call now for Combination Bargain Lists and see how to save pounds.

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ARIEL, '50, 600 a.v., and Watkinson Ascot	£120 10
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ARIEL, '56, 500 a.v., and C/A saloon	£120 10
ARIEL, '53, 500 o.h.v. Twin, spr., and Swallow 8/8	£120 10
ARIEL, '49, 500 c.c. Twin, and Watkinson Maxitoke D/A	£120 10
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ARIEL, '53, 1,000 o.h.v. 50, 4, and W.4 Warwick sal.	£120 10
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B.S.A. '55, 500 a.v., and 8/8 saloon sidcar	£120 10
B.S.A. '55, 500 o.h.v. and Launch B/S saloon sidcar	£120 10
B.S.A. '57, 350 o.h.v., and Nuxal B/S sidcar	£120 10
B.S.A. '56, 350 a.v., and Wat. Ascot saloon sidcar	£120 10
B.S.A. '55, 500 o.h.v. and Wat. Stradford Sports	£120 10
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B.S.A. '53, 600 c.c. a.v., spr., (R&C) geared	£120 10
B.S.A. '50, 500 o.h.v. Twin, spr., and Wat. Ascot a/s	£120 10
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B.S.A. '52, 600 c.c. a.v., and Wat. Maxitoke C/A	£120 10
B.S.A. '54, 500 c.c. a.v., and '57 Watkinson C/A saloon	£120 10
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B.S.A. '54, 600 a.v., spr., and Canterbury C/A saloon	£120 10
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B.S.A. '57, 500 a.v., spr., and Canterbury C/A saloon	£120 10
DOUGLAS, '47, 350 c.c. Twin Dragonfly, and Wat. Windsor	£120 10
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HARLEY-DAVIDSON, 750 c.c., and C/A saloon, '47 model	£120 10
JAMES, '54, 197 c.c. B/A, and '57 Surrey Rambler B/S	£120 10
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MATCHLESS, '48, 500 o.h.v., and Garrow 800 sidcar	£120 10
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NORTON, '57, 500 o.h.v., and a/s	£120 10
NORTON, '56, 500 a.v., and C/A saloon	£120 10
NORTON, '47, 500 c.c. a.v., and C/A saloon	£120 10
NORTON, '46, 500 o.h.v., and 8/8 saloon	£120 10
NORTON, '47, 500 c.c. a.v., and C/A saloon	£120 10
NORTON, '46, 500 o.h.v., and Wat. Albion	£120 10
NORTON, '51, 500 o.h.v. and Swallow Sports sidcar	£120 10
NORTON, '49, 500 a.v., and Wat. Ascot sidcar	£120 10
NORTON, '50, 500 c.c. Twin, spr., and Garrow 800 sidcar	£120 10
NORTON, '50, 500 c.c. 222, spr., and Swallow Sports	£120 10
NORTON, '53, 600 c.c. a.v., and Wat. Ascot 8/8 saloon	£120 10
PANTHER, '55, 600 o.h.v., and Canterbury C/A saloon	£120 10
PANTHER, '55, 600 o.h.v., and Garrow 800 Sports	£120 10
PANTHER, '56, 600 o.h.v., and Garrow C/A saloon	£120 10
PANTHER, '54, 600 c.c. o.h.v., and Canterbury C/A	£120 10
PANTHER, '54, 600 o.h.v., and Wat. Maxitoke	£120 10
PANTHER, '56, 600 o.h.v., and '57 Canterbury Carmobike	£120 10
SUREAM, '47, 500 c.c. o.h.v., and Wat. Maxitoke C/A	£120 10
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TRIUMPH, '55, 600 c.c. Twin, and Garrow Grand Prix	£120 10
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VINCENT, '52, 500 Comet, and Swallow Commando Sports	£120 10
VINCENT, '56, 1,000 and Watkinson Maxitoke C/A	£120 10
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USED IDEAL BARGAINS
 1st used sidcar bargain including Watkinson, Canterbury, Streamline, Garrow and many others at prices from £8 to £95; also sidcar bodies from £20 to £250. Write or call for special list.

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A.C. PETTIE '54, 2-seater saloon, blue, de Luxe	£100 10
BOND, '52, Minitruck, Record, engine	£70 10
BOND, '55, 197, 2-seater Standard (green)	£170 10
BOND, '55, 197, 2-seater Standard (green)	£170 10
GORDON, '55, 197 c.c. 2/4-seater coupe (blue)	£100 10
RELIANT Regal 750 c.c. 2/4-seater hardtop, grey. V.G.	£240 10

1 Deposit secure, balance 24 months. Tax and Insurance included in H.P. 3rd Party Insurance. Pay Deposit and ride away. 24 hour part service. Lists free.

276-8 BRIXTON HILL, S.W.2
5-13 MORRISH ROAD, S.W.2
 Tulse Hill 3211 (6 lines) Open weekdays 9-6

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We pay £10 more for Norton; H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m. 6 days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. (W1039)

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NORTON spare parts specialists; largest selection of new genuine Norton spares in the south of England; all available parts in stock, prompt c.o.d. service.
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 C.O.D. by return post c.o.d.

All Norton gear box spares

INCLUDING 1956-57-58 A.M.C. gear boxes.

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CLAUDE RYE, Ltd., Norton specialists.—Comprehensive range; immediate c.o.d.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [S1105/R]

H. L. DANIELL, the Norton expert.—Comprehensive spares service, c.o.d. by return.—63, Caversham Rd., Forest Hill, S.E.25. For. 5895. [0203/R]

GODFREYS, Ltd., Norton spare stockists; c.o.d.—226-234, London Rd., Croydon, Cro. 3641; and 230, Barking Rd., E.S. Gro. 8096. [S1052/R]

CLAUDE RYE, Ltd., Large stocks of spares for pre-war and ex-W.D. models; list free.—395-421, Fulham Rd., S.W.6. Renown 6174. [S1105/R]

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GUS KUHN MOTORS invite you to try us for your genuine Norton spare parts.—275, Clapham Rd., Stockwell, London, S.W.3. Tel. Brixton 5044 and 9355. Prompt c.o.d. by return service. [S132/R]

N.S.U.

HUMPHREYS.

HUMPHREYS, N.S.U. Distributors for North London. Immediate delivery, Super Max, Prima Scooter and Quickly; full range of Quickly and Prima spares, counter or c.o.d.—Humphreys, Ltd., 122, Hampstead Rd., N.W.1. Euston 3326 Sal- and Euston 6356 Spares. [C1059/R]

SPEEDWAY OF ACTON.

1957 Prima, low mileage, all extras, condition as new; £139/10.—510-514, Uxbridge Rd., 30A High St., Acton. Acton 5051/2. [C1121]

BRYANS OF LUTON offer:—

£139 10.—1957 N.S.U. Max 250cc, immaculate condition, very low mileage, chance to obtain an exceptional example of this very fine machine; h.p. terms.—Bryans, 19, Crawley Rd., Luton, Beds. Luton 6903. [S403]

1957 N.S.U. Prima; £145.—Below.

BANKS, 62-64, Grand Parade, N.A. Sta. 0367. [C1160]

£145—1957 N.S.U. Prima 150cc, 600-odd miles only spare wheel, screen, as new.

ES MOTORS, 325, High Rd., W.4. Chl. 6365. [C1081]

WHITBYS—Grand display N.S.U. Prima and Quickly.—275, Acton Vale, London, W.5. She. 5355. [C1129/R]

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PANTHER

SPORTSMAN OF SOUTHALL.

1958 Panther 250 twin, 2,000 miles; £148.

70—72, The Green, Southall, Southall 6229. [C1062]

ROWLAND SMITH'S for Panther.

New models in stock.

FREE tax and insurance with second-hand motor cycles.
125 gens.—Panther, Sept. 1952, 600cc combination, Swallow full 2-seater saloon, extras; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.5. Ham. 6041. [C1114]

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RAPID MOTORS—Every Panther available from stock, including model 35 250 twin; largest distributors in the country.—269, The Panther, Wembley, S.W.19. Che. 3202-3, and 70-74, Godington Rd., Whiteleaf, Surrey. Uplands 0895. [C1162/R]

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GEORGE CLARKE pay most for Panther.—279, Frinton Hill, S.W.2. Tulse Hill 3211. (W1019)

ROWLAND SMITH'S, the Panther buyers.—Wimblestead High St., London, N.W.3. Ham. 6041. (W1114/R)

PANTHER WANTED

PRIDE & CLARKE—Biggest demand, highest prices.—158, Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1096/R]

W/E pay £10 more for Panther; H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6 days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. [W1039]

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GEO. CLARKE, Ltd., largest stockists in England; c.o.d. by return.—73, New Park Rd., S.W.9. [81019/R]

PANTHER spares, c.o.d. by return; nearest agent to Panther works.—Newton Motors, 397 Manchester Rd., Bradford 29719. [81290]

JOLLY & KNOTT, Panther spares specialists, largest stock in London; c.o.d. by return.—Please note our new address: 28 Loompit Hill, Lewisham, S.E.13. Tideway 4261. [81085/R]

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PIATTI—Latham Motor Cycle House; exchanges; h.p. terms.—Tel. 4242 Preston. [0049/R]

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UNREPEATABLE bargain, one only, brand new 1958 Crusader Airflow 500cc, ready for the road at £179.10, saving £60 on list price.—Below

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30 MATCHLESS G11 600 Twin, Avon fairing, panniers.....	£198
31 ARIEL NH 350 ohv, reg'd 28, 1,000 miles, immaculate.....	£182
32 ROYAL ENFIELD 500 Twin, s.c.m., d.s.e., as new.....	£182
33 TRIUMPH Tiger 110 450 Twin, s.c.m., d.s.e., as new.....	£182
34 MATCHLESS G11 600 ohv, screen, legshields, panniers.....	£198
35 VELOCETTE LE 300 cc Twin, kickstart, footchange.....	£160
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41 A.J.S. Model 29 500 Twin, screen, panniers.....	£139
42 ARIEL Red Hunter 350 ohv, s.c.m., low mileage.....	£139
43 B.S.A. R31 350 ohv, s.c.m., d.s.e., as new.....	£139
44 MATCHLESS G11 600 ohv, screen, crash bars.....	£129
45 TRIUMPH Thunderbolt 500, spring hub, d.s.e., as new.....	£129
46 JAMES Commodore 235 cc Villiers, s.c.m., d.s.e., as new.....	£115
47 T.W.E. Comet 200 cc, ex. condition, 3,000 miles.....	£112
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50 B.S.A. R31 350 ohv, spring frame, d.s.e., as new.....	£98
51 VELOCETTE LE 300 cc Twin, screen, panniers.....	£95
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55 B.S.A. Bantam 150 cc, s.c.m., d.s.e., as new.....	£78
56 ARIEL Cub 200 ohv, spring frame, d.s.e., as new.....	£78
57 EXCELSIOR Comet 150 cc Villiers, immaculate.....	£69
58 B.S.A. C11 250 ohv, spring frame, d.s.e., as new.....	£59
59 VELOCETTE MAC 350 ohv, one owner.....	£59

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27 DUKOFF Diana 200 cc, s.c.m., screen, spare wheel.....	£165
28 B.S.D. Prima 150 cc, s.c.m., screen, spare wheel.....	£145
29 LAMBRETTA L128 150 cc, s.c.m., screen, spare wheel.....	£129
30 VERBA 68 150 cc, 4-speed, genuine Italian.....	£98

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CLAUDE RYE, Ltd., Enfield specialist, comprehensive range, immediate c.o.d.—895-921, Fulham Rd., London, S.W.11. Renown 6174. [81105/R]

KAY'S OF EALING, Ltd., Royal Enfield spare parts stockists; quotations c.o.d. by return.—3-10, Bond St., Ealing, W.5. Ren. 2387. [C1075/R]

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RUDGE 1939 500 combination, modern saloon side-car, excellent condition, one owner; taxed, insured; £42.—31, Stuart Rd., Harrow 9176. [8405]

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SCOTT, 1956, spring frame models, £236, delivery from stock; catalogue free; spares and repairs for all years; instruction book 5/6; spares list 1/6; 1958 demonstration model, £260; a/h Scotts wanted, exchange or cash.—Geoff Milnes, the official works vice depot, 74, Deansbury Rd., Leeds, 11. Tel. 22309. [0017]

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115 ens.—Sunbeam twin, August 1952, combination, Bumar coupe, very good condition; terms, exchanges.—Rowland Smith, below
79 ens.—Sunbeam twin, 1951, 500cc ohv 88, dual seat; choice of 2; free tax and insurance; terms, exchanges, list; open 8-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tulse), N.W.3. [C1114 6041.]

SUNBEAM WANTED

ROWLAND SMITH'S, the Sunbeam buyers.—Ham-stead High St., London, N.W.3. Ham. 6041. [W1114/R]

GEOFF CLARKE pay most for Sunbeam.—276, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

PRIDE & CLARKE—Biggest demand, highest prices.—158, Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1019/R]

W/E pay £10 more for Sunbeam; H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6 days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. [W1039]

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NAYLOR & ROOT, Ltd., Motor Cycle House, 25, East Hill, S.W.18, Battersea 2252. [81089/R]

HUMPHREYS, official Sunbeam spares stockists, for post-war models, c.o.d.—122, Hampstead Rd., N.W.1. Eua. 6336. [81056/R]

MILLARS MOTORS (MITCHAM), Ltd., official Sunbeam spares stockists and distributors.—363, London Rd., Mitcham, Tel. 0829. [0116/R]

EARLE Court show model Triumph 650cc. immaculate. £140.—P. Rawley, 18, Heather Grove, Leigh, Lancs. [8394]

T. W. KIRBY MOTOR CYCLES, Ltd., four Triumph specialists. 10, Bones Corner, Hornchurch, Tel. 8785. [0415]

FSKINE MOTOR CYCLES, main agents, most models and parts in stock.—Goldsborough Rd., Woking 4800. [0023/R]

LIGHTFOOT MOTOR CYCLES for your new Triumph.—163, High St., Potters Bar, Middlesex. Potters Bar 5129. [C1198/R]

SLOCOMBES OF NEASDEN!!! for your new Triumph. S terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355—8 lines. [C1115]

COMERFORDS for Triumph and 1,000 other machines; lowest possible h.p. terms.—Portsmouth Rd., Thames Ditton, Esherbrook 5551. [C1036]

HARWOODS OF RICHMOND.—New 1958 Cub and 67 in stock; 1956 T100, £175.—14, 16, 18, Kew Foot Rd., Richmond, Ric. 2045. 1/4 min. station. [C1040/R]

JOHAN BUNTERS for your Triumph, all models in stock, ride before you buy, demonstration models available.—West Wickham, Kent. Spring Park 3700. [C1145]

J. J. DOUBLE (MOTOR CYCLES), Ltd., 1958 Triumph agents; terms, spares, service, repairs.—800-811, High Rd., Goodmayes, Tel. Seven Kings 8744. [C1119/R]

JIM ALVES for 100% Triumph spares, service, parts. All models, exchanges, h.p., insurance while you wait.—97, High St., Street, Som. Tel. Street 255. [0250/R]

!!! Graz, Croydon.—149ms. 1955 Triumph Tiger 100, Blamised exhaust, above average performance; first £2 reserves this genuine offer.—50/58, South End, Croydon, Tel. 2645. [C1117]

MUNDAYS, immediate delivery at the moment of £120 Tiger Cub, T110 and 67 Thunderbird; exchanges, terms.—124, Dalberg Rd., Brixton, S.W.2. Bri. 6365. [C1017/H]

£195—Triumph T110 1956 650cc ohv, 4,000 miles only, exceptional condition, h.p. can be arranged.—Mr. H. Valentine, 8, Masefield Crescent, Droylsden, nr. Manchester, Lancs. [8367]

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GEORGE CLARKE pay most for Triumph.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

ROWLAND SMITH'S, the Triumph buyers.—Hamstead High St., London, N.W.3. Ham. 6041. [W1114/R]

SMITHS, 86, Chalk Farm Rd., N.W.1. want Triumphs.—Oul. 2787. [0070/R]

PRIDE & CLARKE.—Biggest demand, highest prices.—158, Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1088/R]

CLAUDE RYE urgently require all models, get our price first! H.p. accounts settled, we pay carriage.—895-921, Fulham Rd., S.W.6. Ren. 6174. [W1105/R]

WE pay £10 more for Triumph; H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 28-30, Cavendish Rd., Reading. Open 9 a.m. to 9 p.m., 5 days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. [W1039]

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GEORGE GROSE, Ltd., 534, High Rd., N.12. M. 2148. All spares & c.o.d. service. [0354]

GLANFIELD LAWRENCE, Triumph spares stockists.—407, High Rd., N. Finchley, N.12. Fin. 0091. [81044/R]

WHITBYS OF ACTON.—All Triumph, Lucas, Amal spares.—283, Acton Vale, London, W.3. Shep. 5735. [81128/R]

S A. COLES for largest stocks post-war Triumph spares, c.o.d.—364, High Rd., E.10. Ley. 7171. [81017/R]

JIM ALVES for 100% spares, service, parts, by return, c.o.d.—97, High St., Street, Som. Tel. Street 255. [0251/R]

BILLY BRIGGS, Lancashire's biggest stockists.—By return c.o.d.—312, Chapel St., Salford, 5. M. 1354. [0450/R]

CLAUDE RYE, Ltd., Triumph specialists.—Comprehensive range, c.o.d.—895-921, Fulham Rd., S.W.6. Renown 6174. [81105/R]



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GATEHOUSE MOTORS, Ltd.—100% Triumph spares stockists; c.o.d.; immediate attention.—195, Archway Rd., Highgate, N.6. Fitzroy 1666. [81085/R]

F. FREEMAN, Ltd.—100% Triumph spare stockists; c.o.d.; immediate delivery.—94, Hammermith Bridge Rd., W.6. Tel. Riverside 2267. [0584/R]

PULLINS MOTOR CYCLES.—Largest Triumph spares stockists; c.o.d. service; open Sundays 9 to 12.—94, Lordship Lane, S.E.22. For. 2314. [0512/R]

MOORES OF TOTTENHAM for genuine Triumph spares; over the counter or c.o.d.—Tel. Tottenham 2440. [0157/R]

ELEANOR MOTORS.—Triumph spares, trade supplied, quotation cash or c.o.d. by return.—263, Mare St., Hackney, E.8. Amherst 5134/3923. [0516]

KAYS OF EALING, Ltd., Triumph spare parts stockists. Trade supplied, quotations c.o.d. by return.—8-10, Bond St., Ealing, W.3. Eal. 2387. [81075/R]

LIGHTFOOT MOTOR CYCLES for Triumph spares and repairs, exchange parts service; a.s. loc.—163, High St., Potters Bar, Middlesex. Potters Bar 5129. [81198/R]

PUTNEY AUTOS.—Genuine spares for post-war models.—24hr. c.o.d. service; tremendous range in stock.—263, Putney Bridge Rd., S.W.15. Putney 5287. [81138/R]

ELITE MOTORS (TOOTING), Ltd., 951-961, Garrair Lane, Tooting Broadway, S.W.17. Balham 1200. Vast range of Triumph spares. Call or send c.o.d. [81168/R]

BRACKPOOLS.—Triumph spares from stock; prompt c.o.d. service from London's largest stockists.—Tel. For. 2585. Call or write 228, Stanstead Rd., Forest Hill, S.E.23. [0508/R]

GODFREY'S, Ltd., Triumph spares specialists; c.o.d.—226-234, London Rd., Croydon, Cro. 3641-3. 28, Great Portland St., W.1. Eus. 4632-4 and 418. Romford Rd., Ware, Herts. E.7. Gra. 1234-5; 220, Barking Rd., East Ham. Gra. 8008. [81053/R]

T.W.N.

SOLE U.K. concessionaires for Contessa and Tescy Super scooters.—Industria (London), Ltd., 248, Holloway Rd., N.7. North 6381. [0215]

VELOCETTE

VELOCE, Ltd., Hall Green Works, York Rd., Hall Green, Birmingham, 28. Tel. Springfield 1145. [0170/R]

BRYANS OF LUTON offer:—

£79—Velocette LE 1955 200cc, 2,000 miles only. Otisana windscreen, outstanding bargain; first deposit secures; h.p. terms.—Bryans, 15, Crawley Rd., Luton, Beds. Luton 6903. [8404]

ROWLAND SMITH'S for Velocette.

ALL models supplied.

FREE tax and insurance with second-hand motor cycles.

79ms.—Velocette twin, 1954, 192cc LE, excellent condition; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

GODFREY'S, Ltd., all models, all depots; see display advertisement. [C1052/R]

HUMPHREYS.—Velocette sales, spares and service; new machines in stock for immediate delivery.

HUMPHREYS, Ltd., 122, Hampstead Rd., N.W.1. (Continuation Tottenham Court Rd.) Euston 3326. [C1058/R]

1948 Velocette MAC, swinging arm, crash bars, fairings; 635 c.o.d.—38, Prince St., Deptford. [8379]

1954 LE Velocette, windscreen, etc., excellent; 475.—Turner, 10, Hyde Rd., Beesleyheath, Kent. [8590]

A. H. TOOLEY, Velocette specialists, Station Garage, 2574, Lee, S.E.12. (opposite Lee Station). Tel. Lee Green 2574. [0040/R]

WHITBYS.—Velocette enthusiasts; new and second-hand.—373, Acton Vale, London, W.3. Shep. 5355. [C1128/R]

COMERFORDS for Velocette; all models in stock for immediate delivery; 1,000 machines in stock.—Portsmouth Rd., Thames Ditton, Emb. 5551. [C1006]

SLOCOMBES OF NEASDEN!!! for your new Velocette, terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355—8 lines. [C1115]

PINKS OF HARROW for your new Velocette; immediate delivery Venom, Valiant and LE; generous exchanges, easiest terms.

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QUICKLY, 1955, 50 c.c., 2-speed, screen, legshields £35 10
LAMBRETTA, 1957, 50 c.c., 2-speed, 1 owner £45 10
NORMAN HIPP, 1957, 50 c.c., 2-speed, 1 owner, spoolies £45 10
VESTING PHATTA, 1957, 50 c.c., 2-speed, 2-yr, spg. £55 10

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VICTORIA, 1957, 50 c.c., 2-speed, as new £50 10
D.E.W. Hobby, 73 c.c., screen, 1 owner, spoolies, 1957 £50 10
VESPA, 1956, 125 c.c., screen, sp/wheel £50 10
LAMBRETTA, 1957, 150 c.c., M.E. 111, screen, sp/wheel £125 10
BELL, 1957, 150 c.c., self starter, 1 owner £125 10
H.S.V. Prima, 150 c.c., self starter, sp/wheel, etc., 1957 £150 10

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JAMES, 1957, 150 c.c., Cadet, screen, d. seat, 1 owner £25 10
TRIUMPH, 1956, 250 c.c., Tiger Cub, spg, d. seat, Avon sc. £25 10
S.S.A., 1955, 250 c.c., C110, spg, d. seat, paddies £25 10
JAMES, 1956, 257 c.c., Captain, screen, d. seat £25 10
VELOCEITE, 1955, 200 c.c., LE Twin, s.c., etc., super £25 10
ZUNDAPP, 1956, 7, 125 c.c., Model 2000, screen, d. seat £15 10

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ROWLAND SMITH'S, the Vincent buyers—Hampstead High St., London, S.W.3, Ham. 6041
VINCENTS. Vincents. Vincents.

WE want to buy Vincents!! Bring them to—
UNITY MOTORCYCLES, 1-5, Fulham High St., S.W.6, Renown 5759. [W1114/R]

GEORGE CLARKE pay most for Vincent—276, Brixton Hill, S.W.2, Tulse Hill 3211. [W1019]

HUMPHREYS, Ltd., require post-war Vincents for cash—122, Hampstead Rd., N.W.1, Euston 3326. [W1038/R]

POST Vincents urgently wanted for cash—Ross Motors, Ltd., Regent St., Hinkley, Leics, Tel. Hinkley 568. [0036/R]

A. E. REYNOLDS, Ltd., urgently require good clean Vincents, solos and combinations, hire purchase settled—Berry St., Liverpool. [W1106/R]

CONWAY MOTORS—Good quality used Vincents urgently required for cash; exchanges welcomed; agents for leading makes of motor cycles and cars. Before selling your Vincent—
DIAL RIV, 4872-3, 301-309, Goldhawk Rd., W.12, Riverside 4872-3. [W1021/R]

WE pay £10 more for Vincent; H.P. accounts settled. Cash balance immediately. We pay your fare home—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading, Open 9 a.m. to 9 p.m., 6 days, Sundays 11 a.m. until 5 p.m. Tel. Reading 2257. [W1039]

VINCENT SPARE PARTS

A. E. REYNOLDS, Ltd., offer by return, Vincent spares service—Berry St., Liverpool (Royal 1475). [W1106/R]

MILLARS MOTORS (MITCHAM), Ltd., Vincent spares stockists and distributors—563-5, London Rd., Mitcham, Tel. Mitcham 0829. [0131/R]

HUMPHREYS, Vincent spares stockists and distributors for North London; c.o.d.—Humphreys, Ltd., 122, Hampstead Rd., N.W.1, Euston 6536. [S1058/R]

CONWAY MOTORS have the largest stock of Vincent post-war spares in the country; immediate attention to all post orders—Conway Motors, Ltd., 301-309, Goldhawk Rd., W.2, Tel. (Spartes) Riverside 5725. [S1021/R]

ROSS MOTORS, Ltd.—The Midland Vincent specialists, have the largest stock of Vincent spares in the Midlands; immediate attention to all orders; c.o.d. if desired—Ross Motors, Ltd., 16, Stockwell Road, Hinkley, Leics. Spares: Tel. Hinkley 541 and 542. [0142/R]

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FRED WARNELL, offers:—
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COMMERFORDS for Zundapp Combiket and Bella—Portsmouth Rd., Thames Ditton. [C1008]

WATKINSON MOTORS for immediate delivery; usual terms—Stockwell Rd., S.W.9, Br. 2835. [C1174/R]

CLAUDE RYE—Immediate delivery Zundapp 2018; terms—895-921, Fulham Rd., London, S.W.6, Renown 6174. [C1105/R]

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MITCHELL ERSKINE, Ltd. (Palmer Green) offer:—
IMMEDIATE delivery of the latest 204 model 200cc Bella, Storm blue, red, and Pine green, available: accessories, spares.

PART exchanges, h.p. terms.
ONE third deposit balance 12-18-24 months.
15, Green Lanes, Palmer Green, N.13, Bowes Park 5222 and 4976. [S101]

GODFREYS, Ltd., appointed dealers all depots—See display advertisement. [C1052/R]

GIFFS OF SOUTH HARROW—Immediate delivery, part exchange welcome—368, Northold Rd., Ry. 2484. [C1053/R]

CLAUDE RYE—Immediate delivery new Zundapp Bella, choice of colours; terms—895-921, Fulham Rd., S.W.6, Renown 6174. [C1105/R]

SLOOMBOES OF NEASDEN!!! for your new Zundapp Bella terms and exchanges—239-271, Neasden Lane, N.W.10, Gladstone 3355—S. Hines. [C1115]

WATKINSON MOTORS—All models positively in stock; choice of colours; free tuition; exchanges welcomed, usual terms—Stockwell Rd., S.W.9, 2835. [C1174/R]

ELITE MOTORS for your new Bella, every model for immediate delivery, spares, accessories and service—951-961, Garratt Lane, Tooting Broadway, S.W.17, Balham 1200. [C1169/R]

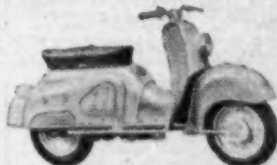
125 c.c.—Zundapp Bella 1957 148cc scooter, 4 speeds, electric starting, extras, small mileage, year's tax, cost about £200; terms, exchanges—Rowland Smith, below.

95 c.c.—Zundapp Bella 1955 model 200cc scooter, 4 speeds, exceptional, cost about £200, free tax and insurance; terms, exchanges, list, Open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Tube), N.W.3, Ham. 6041. [C1114]

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[C1138]

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'51 NORTON 500 c.c. S.V. and C/A sidecar, Maa.	£129
'51 A.J.S. 500 c.c. s/a, m, and Wals. Windsor	£140
'54 TRIUMPH 600 c.c. 6T, spt., Wals. and S.V.	£140
'54 B.S.A. 600 c.c. M21 and C/A sidecar	£120
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36 x 24in. 11/6 16/6 22/6

44 x 24in. 16/6 22/6 32/6

Special transparent pliable non-

crack windshield apron material,

27 x 24in., 12/6.

Post & Pkg. 1/10

SADDLE TOPS

Finest quality material.

Small size 8/6

Large size 10/6 each.

Pillion Seat Top 9/6 each.

Post & Pkg. 1/6.

HANDLEBARS

All chrome, or alloy, 1 1/2, or 1 3/8

9/6.

Scramble or Trials Bars 17/6.

Competition Bars 10/6.

Post & Pkg. 1/6.

CRASH BARS

ALL CHROME

As illus. 23/6

SMALL CRASH BAR 13/6

LARGE D SECTION 39/6

CRASH BAR

Post & Pkg. 1/9.

BULB HORNS

Finished black with fixing 6/6

Chrome plated 7/6

All Chrome Dual Note

Single Horn 17/6

Post & Pkg. 1/3.

EASY TERMS

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PRIDE & CLARKE LTD
158 STOCKWELL ROAD LONDON SW9
Phone BR1 6251 • Grams PRICLARKE LONDON



PANNIER FRAMES

Black Foam-filled Flat Steel with Folding Platform.

11/6 each as illus.

ALSO

TAILORED PANNIER FRAMES

In maker's colours for individual machines. Constructed of strong tubular steel for Flanger or Swinging Arm Models. 47/6

TOP CARRIER TO FIT 21/-

Post & Pkg. 3/-.

PANNIER BAGS

STRONG CANVAS PANNIER BAGS in pleasing shade of tan, waterproof, with strong flange straps and fold-over top. Size 13in. x 12in. x 9in. 15/6 EACH.

These bags are being sold at one-third of list price.

P.V.C. PANNIER BAGS IN BLACK, 45/- pair.

Post & Pkg. 2/-.

DUAL SEATS

TEANITE.....£2 9 11

DUALITE.....£4 12 6

JUNIOR MODEL.....£3 15 0

LYCETT DSI.....£5 10 0

REPLACEMENTS FOR A.M.C., ETC. FROM.....£4 10 0

Post & Pkg. 3/6.

FLEXIBLE EXHAUST TUBING

Asbestos sealed Joint. 2/9

1 1/2", 1 3/8" and 1 1/2". Per ft. 3/6

1 1/2", 1 3/8" 3/- per ft. 1 1/2", 1 3/8" 3/6

per ft. Post & Pkg. up to 3 1/2

max. for 6 feet. All sizes are

internal diameter.

LEGSHIELDS

Heavy quality steel, enamelled in black, maroon, green or grey.

16/6 pair

Better Quality 23/6

ALL CHROME 39/6

per pair

CURVED LEGSHIELDS

Black, per pair.....32/6

Colours, per pair.....35/-

Post & Pkg. 2/8.

HANDLEBAR MIRRORS

From 5/6

Black and Nickel

plated.

As Illustrated.

All chrome 15/-.

Oblong type 18/6

Post & Pkg. 4/-.

ELECTRICAL AND SPEEDOMETERS

WE SPECIALISE IN SPEEDY GUARANTEED REPAIRS
Spare for LUCAS, S.T.M., MILLER, WIDCO, VILLERS, etc.

NEW

EX-W.D. LUCAS MAG-DYNAMOS

2 Brush type.
Clock or anti-clock.
87/6

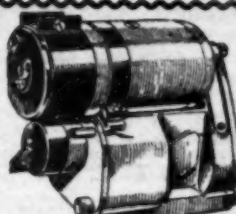
Post & Pkg. 4/8.

Dynamometer only 54/6

Mag. portion only 54/6

Post & Pkg. 2/6.

Reconditioned voltage control 30/-



DYNAMO ARMATURES

Most Types Exchangeable.
Post & Pkg. 2/6.

HEADLAMPS

4in. Plain types Used 25/-

New 7in. 60/-

Post & Pkg. 2/6.

Used with Switch and Ammeter. 29/6

New R.R. Govt. 39/6

Also New 7in. Intest type Miller, domed glass 65/-, P. & P. 2/6.

6-VOLT HORNS

Used, Black 10/6

Black, Black 18/9

Black, Black 19/9

Black, Black 2/6

Post & Pkg. 1/6.

8-VOLT HORNS

Used, Black 10/6

Black, Black 18/9

Black, Black 19/9

Black, Black 2/6

Post & Pkg. 1/6.

1-AMP. CHARGERS 52/6

New fully guaranteed with warning light, 200/250 volt A.C. Charger 6 v. and 12 v. batteries.

200/250 With Ammeter 57/6 P. & P. 2/6.

AMMETERS

5-0-4 New Lucas ex-W.D. 12in. diam. (Last Price 10/-) 6/9

Post & Pkg. 1/6.

7/6 DEPOSIT SECURES

GOODS VALUE £3. BALANCE 6 MONTHLY

PAYMENTS OF 9/10. LARGER AMOUNTS PRO RATA.

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Phone: BR1 6251 - Grams: PRICLARKE LONDON

Hours of Business: 9am to 6pm. Wednesday 11am to 5pm.

28 AUGUST 1958

THE MOTOR CYCLE

(Supplement xxi) 31

CLOTHING

Finest Value in the World

P & C "NEW CLUEMAN" SUIT

ONLY £8.5.0 OR 15/7

and 6 monthly payments of 20/6.

* 12 MONTHS' GUARANTEE.

* MADE FROM TRIPLE LIFE FURANCE BACKED NON-CRACK PVC.

* LOOKS AND FEELS LIKE SOFT GRAINED BLACK LEATHER.

* 100% WATERPROOF - ALL GRAMS ELECTRICALLY WELDED.

* PETROL, OIL AND ACID PROOF.

* FULL RIP FRONT - No. FRESH STUDDER STITCHES.

* LARGE WEATHERPROOF POCKETS.

* GENEROUSLY CUT - FULLY BELTED STYLE.

* TROUSERS BELTED - FRESH STUD ARKLE FASTENERS.

As above with DETACHABLE QUILTED LINING £7.15.0

Or 19/4 deposit and 6 monthly payments of 25/6.

Obtainable Only from Price & Clark. P. & P. 2/11.

P & C "365" COAT

Black grained P.V.C. 100% stormproof, Remo- walled. Detachable lining, three pockets. Tummy pad, all fittings.

THE KEEN MOTORCYCLISTS' COAT.

CASH PRICE £7.2.6

or 17/9 dep., 6 mthly. p'ments of 23/5

Obtainable only from Price & Clark.

Unlined 8/6/-, Post & Pkg. 3/11.

OVER 300 ARMADEKA AND BELSTAFF COATS AND SUITS AVAILABLE ON EASY TERMS

KANSAS JACKET

Black leather grained P.V.C. Large open collar, full rip front and belt, 5 pockets, turtleneck lined.

£5.12.6 or 14/10 dep. 8 mthly. p'ments of 19/6.

Also finest quality leather, real leather collar, heavy wool tartan lining.

£12.15.0

Or 31/10 dep. 6 mthly. p'ments of 41/6. Post & Pkg. 3/6.

WATERPROOF OVER- TROUSERS

HEAVY QUALITY 18/6 p.

P. & P. 1/3.

R.A.P. SILE ENER GLOVES 6/11 p.

P. & P. 1/4.

P.V.C. SKI CAPS 7/9

P. & P. 1/2.

NEW XEL VII BOOTS 10/3

P. & P. 1/2.

P. & C. ALASKA JACKETS

Waterproof blue or brown gabardine. Quilted lining. Nylon fur collar. Zip front. 4 pockets.

£15.10.

5/4 deposit and 6 monthly payments of 12/4.

With Luggage. Nylon fur collar. Zip front. 4 pockets.

£4.19.6

Lining. P. & P. 2/6.

P. & C. FLYING JACKET

Luxurious sheepskin. Lining throughout with Large Warm Collar. Two-tone grey and Black or Black or Brown only. Belt fastening on hips. Full rip front and 3 zip pockets and ticket pocket with yam stud fastening.

Size 34 to 44. Cash Price £8.19.6

Waist or hip length.

Or 38/4 deposit and 6 monthly payments of 29/6.

Post & Pkg. 2/6.

7/6 DEPOSIT SECURES

DELIVERY GOODS VALUE £3 BALANCE 6 MONTHLY

PAYMENTS OF 9/10. LARGER AMOUNTS PRO RATA.

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Phone: BR1 6251 - Grams: PRICLARKE LONDON

Hours of Business: 9am to 6pm. Wednesday 11am to 5pm.

28 AUGUST 1958

THE MOTOR CYCLE

(Supplement xxi) 31

BOND MINICAR

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the largest Bond Distributor.

ALL new models in choice of colours for immediate delivery; also a large selection of reconditioned used models.

SPECIAL Bond Service and Spare Dept. Kilburn Bridge, N.W.6. Maids Vale 6044. Open 9-7 (Sats. 9-3).

BEST selection, best exchanges, best terms: best buy your new or used Bond Minicar now from

NAYLOR & HOOTY Ltd., Motor Cycle House, 25, East Hill, S.W.18. Dat. 2252. (C1089/R)

BIRMINGHAM Distributors.—County Cycle & Motor Co., 265-6, Broad St. Exchanges welcomed, all Spain. (C1024/R)

COMERFORDS for Bond and 1,000 other machines: lowest possible h.p. rates.—Portsmouth Rd., Thames Ditton, Esherbrook 5531. (C1006)

GODFREY'S, Ltd., for Bond Minicar 3-wheelers at all depots, including Bushwood Corner, Leytonstone, E.11. See display advert. (C1052/R)

KENT—Distributors for Bond Minicar; delivery from stock.—E. G. Pritchard, Ltd., Chalkwell Rd., Sittingbourne. (0076/R)

CLAUDE RYE, Ltd., for your new Bond Minicar: immediate delivery; terms, exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. (C1105/R)

GODFREY'S, Ltd., the 3-wheeler specialists; Bond spares, sales and service all depots; see display advert.—Over-the-counter Bond spare service at 627, Brixton Rd., Croydon, Upl. 6275. (C1052/R)

BOND MINICARS, Lancashire's largest distributors: new and second-hand in stock; call to-day and drive away; exchanges, h.p. terms.—Latham's Garages, Ltd., Motor Cycle Dept., Fishergate, Preston, Lanc. 4245. (0523/R)

BOND MINICAR WANTED

GEORGE CLARKE pay most.—278, Brixton Hill, S.W.2. Tulse Hill 3311. (W1019)

ROWLAND SMITH'S, the Bond Minicar buyers.—Hamstead High St., London, N.W.3. Ham. 6041. (W1114/R)

BOND Mini wanted; cash or exchange.—800, McKenzie, 961, Chester Rd., Manchester. Longford 2100. (W1086)

CLAUDE RYE urgently require Bond Minicar, top prices paid; h.p. accounts settled.—699, Fulham Rd., S.W.6. Renown 6174. (W1105/R)

COINIST

BLUE STAR GARAGES, Ltd., sole distributors. Fortune Green Rd., N.W.6. Tel. Swiss Cottage 3460. (C0038/R)

WATKINSON MOTORS for immediate delivery; exchanges; free tuition plus all usual facilities. Stockwell Rd., S.W.9. Bri. 2838. (C1174/R)

FIAT

SLOCUMBS, Ltd., the Fiat enthusiasts, exchanges, cars or motor cycles.—Willenden 4869/5934. (C1103)

FORD

COMERFORDS for Fords.—New Popular for immediate delivery; motor cycles, 3-wheelers taken in exchange.—Portsmouth Rd., Thames Ditton, Emb. 5531. (C1006)

GOSGOMOBIL

SOLE concessionaires for U.K. Gosgomobil, Ltd., 93, 95, Old Brompton Rd., S.W.7. Kni. 7705-6-7-8. (0111/R)

COMERFORDS.—£435!!! 1958 Gosgomobil de luxe, 500 c.c. synchromesh, 4 speed gearbox.—Portsmouth Rd., Thames Ditton, Emb. 5531. (C1006)

CLAUDE RYE for your new Gosgomobil, immediate delivery, exchanges welcomed; terms.—895-921, Fulham Rd., S.W.6. Renown 6174. (C1105/R)

CONNAUGHT ENGINEERING, England's largest distributors, new and used Gosgomobils always in stock.—Portsmouth Rd., Sand. Surrey, Ripley 5122. (0514)

HEINKEL

COMERFORDS.—£325!!! 1957 Heinkel, grey, nice condition.

COMERFORDS for Heinkel, new and second-hand.—Portsmouth Rd., Thames Ditton, Emb. 5531. (C1103)

SLOCUMBS, Ltd., the Heinkel enthusiasts, exchanges cars for motor cycles.—Willenden 4869/5934. (C1103)

GODFREY'S, Ltd., for Heinkel 3-wheeler at all depots, including Bushwood Corner, E.11. See display advts. (C1052/R)

KENBOURNE MOTORS, Bournemouth.—3-wheeler distributors, models from stock; part-ex. welcome. Winton 1902. (0243)

WHITBYS OF ACTON.—Immediate delivery new Heinkel Cabin Cruiser; exchanges, terms.—273, Acton Vale, London, W.3. She. 5355. (C1026/R)

CLAUDE RYE, Ltd., for your new Heinkel, immediate delivery; terms, exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. (C1105/R)

1957 Heinkel Cabin Cruiser 3-wheeler, one owner, heater, spare wheel, immaculate; choice of 2 from £310 or terms.—Whitbys, 273, The Vale, Acton, W.3. Shepherds Bush 5355. (C1128/R)

310 c.c.—Heinkel 1957 (registered 1956) Cabin Cruiser, electric starter, heater, one careful owner, year's tax; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Fube), N.W.3. Ham. 6041. (C1114)

HEINKEL WANTED

GEORGE CLARKE pay most for Heinkel.—278, Brixton Hill, S.W.2. Tul. 3311. (W1019)

CLAUDE RYE urgently require Heinkel; top prices paid; h.p. accounts settled.—699, Fulham Rd., S.W.6. Renown 6174. (W1105/R)

NEW TYRES ON EASY TERMS



TAKE YOUR CHOICE FROM FIRESTONE AVON DUNLOP GOODYEAR MICHELIN

Size	Dep.	Cash Price	Size	Dep.	Cash Price
350 x 8 5/8	5/8	£2 11 0	400 x 8 8/8	8/8	£3 5 6
250 x 19 5/8	5/8	£2 19 6	325 x 19 10/4	8/4	£4 1 0
275 x 19 8/8	8/8	£3 4 6	325 x 20 10/4	8/4	£4 1 9
300 x 19 9/7	8/7	£3 13 6	350 x 19 11/8	8/4	£4 14 0
300 x 20 9/7	8/7	£3 14 0			
300 x 21 9/7	8/7	£3 14 0			
325 x 18 9/8	9/8	£3 18 0			

1/8th Deposit Secures Delivery
Write for Proposal Form
Post & Pkg. 3/6
6 MONTHS TO PAY

NEW BARUM TYRES

WELL-KNOWN EUROPEAN MANUFACTURER

275 x 19	47/6	350 x 19	69/6
300 x 19	57/6	400 x 19	79/6
325 x 19	59/6	400 x 18	79/6
400 x 8	47/6		

Post & Pkg. 2/6

SPECIAL BARGAINS

WATERPROOF MOTORCYCLE COVERS

6 Thin, Silver P.V.C. welded extra-reinforced cycles.

SEL. x 6ft. Post & Pkg. 1/10

11/3 | 12ft. x 6ft. Post & Pkg. 2/8

22/3

NEW EX-W.D. FITTERS' LEATHER TOOL BAGS

13 1/2in. x 8in. P.P. 5/6 9/9

NORTON 500 c.c. S.V. ENGINE REBUILT BY GOVE.

Complete with mag-dyno and exhaust. Now offered at

£14.10.0 or 30/6 deposit and 6 monthly payments of 47/7. Cash & C.V. 25/2

NEW EX-W.D. Lyett Pillion Seats

P.P. 5/6 6/9

New Ex-Govt. PARAFFIN PRESSURE STOVES

Flame adjuster, 1000. ring. Boils kettle of water in 5 mins. In container 9 1/2 in. W.D. Spare Post & Pkg. 2/-

25/9

New Surplus JAP Engine Units complete

Mod. 50 75 c.c. 2-stroke. 1 1/2 in. shaft. Cash & C.V. 17/6

£8.0.0

JERRICANS NEW Ex-Govt. 41 can. 14/9 Post & Pkg. 2/6

EASY TERMS

7/6 DEPOSIT SECURES GOODS VALUE £3. BALANCE 6 MONTHLY PAYMENTS OF 9/10. LARGER AMOUNTS PRO RATA.

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PRIDE & CLARKE LTD

158 STOCKWELL ROAD LONDON SW9
Phone BR 6251 • Grams PRICLARKE LONDON

MOTOR CYCLES MISCELLANEOUS

COMERFORDS for motor cycle bargains: 1,000 machines in stock, let us have your enquiry; we will quote you by return.—Portsmouth Rd., Thames Ditton, Surrey, EMB. 5531. (C1006)

DISMANTLED MACHINES

DISMANTLING 1939 MOV Velocette.—Bennetts, 28, Naylor Rd., S.E.15. New 5137. (C1081)

THREE-WHEELERS AND CARS

MERCURY offer:—

£255 11—1948 Singer super 10 saloon, black, good tyres, in really nice condition.

£225 11—1947 Morgan F super, red, new hood.

£225 11—1959 Morgan 4/4 2-seater, red, twin spares.

£195 11—1955 Bond Minicar family de luxe, electric starter.

£185 11—1937 Morgan super sports, Girling brakes, this car has been rebuilt and is in wonderful condition.

£135 11—1955 Morgan super sports, black, ohv Matchless.

£125 11—1954 Morgan sports, ohv Matchless.

£115 11—1935 Morgan super sports, ohv J.A.P.

CHOICE of several other Morgan 3-wheelers.

ONE-THIRD deposit on all cars, balance 12, 18 or 24 months, your motor cycle combination in part exchange; tel. or write for list; 9-6 week-days, 10-1 p.m. Sunday for inspection.

MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley, Wembley 6050-9. (C1084)

CARS, vans, and new Morgans.—Ron McKenzie, Stretford, Manchester. (C1086)

COMERFORDS—New Austin A35, Ford Popular, Heinkel, Messerschmitt, Bond, Reliant; n/c (takes in exchange)—Portsmouth Rd., Thames Ditton, EMBERCO 5531. (C1006)

A.C. PETITE

DAWSONS offer:—

A.C. Petite 1957 full de luxe, mileage 7,000, positively like new throughout, cost £225; £299; deposit one-third, balance 24 months.

A.C. Petite 1954, finished in brown and cream, really well maintained; £159; deposit one-third, balance 24 months; exchange.

DAWSONS MOTORS, Shakespeare St., Nottingham. Tel. 41181. (C1029)

GODFREY'S, Ltd., for A.C. Petite 5-wheelers at all depots, including Rushwood Corner, Leytonstone, E.11. See display advertisement. (C1052/R)

A.C. PETITE WANTED

GEORGE CLARKE pay most—278, Brixton Hill, S.W.2. Tulze Hill 3211. (W1019)

CLAUDE RYE urgently require A.C. Petite; top prices paid; h.p. accounts settled.—899, Fulham Rd., S.W.6. Renown 6174. (W1105/R)

AUSTIN

SLOCUMBS, Ltd., exchange your motor cycle or car with us for real after sales service.—Willenden 4869/3954. (C1103)

NEW Austins A35 and Metropolitan from stock; exceptional part exchange allowances on good late machines and 3-wheelers; lowest possible h.p. rates; you must get our quotation.—Portsmouth Rd., Thames Ditton, EMBERCO 5531. (C1006)

BERKELEY

COMERFORDS—£395/11 1957 Berkeley Sports, fitted extras, absolute bargain.—Portsmouth Rd., Thames Ditton, EMB. 5531. (C1006)

B.M.W. ISETTA

CLAUDE RYE, Ltd., for your new B.M.W. Isotta, immediate delivery; terms, exchanges welcomed; 955-921, Fulham Rd., S.W.6. Renown 6174. (C1105/R)

SLOCUMBS, Ltd., the B.M.W. Isotta enthusiasts, exchange cars or motor cycles—Willenden 4869/3954. (C1103)

WHITBYS OF ACTON—Immediate delivery new Isotta; h.p. exchanges—275, Acton Vale London, W.3. She. 3355. (C1128/R)

GODFREY'S, Ltd., immediate delivery Isotta Runabouts; demonstration; terms, exchanges, all depots.—See display advertisement. (C1052/R)

B.M.W. ISETTA WANTED

GEORGE CLARKE pay most for B.M.W. Isotta—278, Brixton Hill, S.W.2. Tulze Hill 3211. (W1019)

BOND MINICAR

ROWLAND SMITH'S for Bond.

NEW models in stock.

225 gns.—Bond Minicar, August 1956 d/1 Family, electric starter, choice 3 Bonds; terms, exchange; list; open 9-7 week-days and Saturdays.

Rowland Smith, Hamptonstead (Tube), N.W.3. Ham. 6041. (C1114)

1953 Bond Mark C 197cc, outstanding condition; £145.—Below.

BANKS, 62-64, Grand Parade, N.4. Sta. 0367. (C1166)

PANKHURSTS OF HAMMERSMITH.—Open to 6 p.m. every weekday.

1957 Bond Family 4 de luxe, self-starter, radio, as new appearance; £269—314, King St. W.6. Tel. Riverside 1401. (C1136)

BOND Minicar, standard, late 1957, new cond.; £235, h.p. arranged.—D. Denham, 1, Henconner Lane, Bramley, Leers. (0392)

ACCESSORIES

FAIRINGS £5.19.6 CASH OR TERMS

1/8th DEPOSIT SECURES DELIVERY

P. & C. (see illus.) £5 19 6
GAZELLE £7 8 0
LIGHTWEIGHT £8 12 6
AVON £9 6 11
Carriage extra

SILENCERS

FROM 3/6

Size 1 1/2 in. 8/6
Black Enamelled 8/6
Heavy All Chrome 11/6
Extra Heavy All Chrome 13/6
All Chrome Megaphone Type with Detachable Baffle, 1 1/2 in. Dia., 19/6. All Chrome replacement silencers for Ariel, B.S.A., Triumph, A.M.C., Norton, etc., from 27/6 each. Also the full range of Burgess Silencers in stock.

Post & Pkg. 2/10

SHEET CELLULOID

Size 20 20 40
Thin 5/6 8/6 11/6
27 x 24 in. 9/6 11/6 16/6
30 x 24 in. 11/6 16/6 22/6
24 x 24 in. 10/6 16/6 22/6
Special transparent plastic non-crack windproof apron material, 27 x 24 in. 12/6. Post & Pkg. 1/10

Post & Pkg. 2/10

SADDLE TOPS

Pinet quality materials Small size 8/6 Large size 10/6 each. Filling Seat Top 8/6 each. Post & Pkg. 1/6

HANDLEBARS

All chrome, as illus., 1/2 in. or 1 in. 9/6. Scrabble or Tri-Beam 17/6. Competition Bar 10/6. Post & Pkg. 1/6

CRASH BARS ALL CHROME

As illus. 23/6 13/6
SINGLE CRASH BAR 13/6
LARGE D SECTION 39/6
CRASH BAR Post & Pkg. 1/9

BULB HORNS

Finished black 6/6
with fixing clip 7/6
All Chrome Dual Note Bugle Horn 17/6
Post & Pkg. 1/2

EASY TERMS

SEND FOR FREE NEW ILLUSTRATED CATALOGUE All Goods described "By Return" on Approval against Postal Order, Cash or C.O.D. Order by Post Card or Phone and Pay on Delivery.

PRIDE & CLARKE LTD

158 STOCKWELL ROAD LONDON SW9
Phone BR 6251 • Grams PRICLARKE LONDON



pannier FRAMES

Black Enamelled, Foldable, Folding Platform. Each at 11/6. ALRO

TAILORED PANNIER

In maker's colours for individual machines. Constructed of strong tubular steel for Pinner or Swinging Arm Models. Per pair 47/6

TOP CARRIER TO PIT, 21/- Post & Pkg. 2/-

PANNIER BAGS

STRONG CANVAS PANNIER BAGS in pleasing shade of tan, waterproof, with strong fixing straps and fold-over top. Size 13in. x 13in. x 5 1/2in. 15/6 EACH. These bags are being sold at one-third of list price.

P.V.C. PANNIER BAGS IN BLACK, 15 in. 10/6. Post & Pkg. 2/-

DUAL SEATS

TEAMSTAR £3 9 11
DUALITY £4 18 6
JUNIOR MODEL £3 15 0
LYCETT DEL £5 10 0
REPLACEMENTS FOR A.M.C., ETC., FROM £4 10 0
Post & Pkg. 2/6

FLEXIBLE EXHAUST TUBING

Asbestos sealed joint. 2/9
1 1/2", 1" and 1 1/4". Per ft. 1 1/2", 1" 3/- per ft. 1 1/4", 3/6 per ft. Post & Pkg. up to 2 1/2 in. max. for 6 feet. All sizes are internal diameter.

LEGSHIELDS

Heavy quality steel, enamelled in black, maroon, green or grey.

16/6
Better Quality 23/6
ALL CHROME 39/6
per pair

CURVED LEGSHIELDS

Black, per pair 32/6
Colours, per pair 35/-
Post & Pkg. 2/6

HANDLERS MIRRORS

From 5/6
Black and Nickel
As Illustrated
All chrome 15/-
Oblong type 18/6
Post & Pkg. 1/-

MESSERSCHMITT

CONCESSIONAIRES for U.K., including spares—Cabin Scooters (Assemblies) Ltd., 30, George St., London, W.1. Hunter 0609. [1002/R]

COUFREY, Ltd.—Appointed dealers all depots, including Leytonstone, E.11. See display advert. [1002/R]

COMERFORDS for Messerschmitts, new and second-hand, lowest possible h.p. rates—Portsmouth Rd., Thames Ditton, Kent. 5351. [1000/R]

CLAUDE RYE, Ltd., for your new Messerschmitt: immediate delivery, terms, exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [10105/R]

TESTWOOD MOTORS, main distributors, German trained mechanics, £1,000 spares always in stock. Best exchange prices, guarantee and service.—Salisbury Rd., Totton, Hants. Totton 3611. [1021/R]

MESSERSCHMITT WANTED

GEORGE CLARKE pay most for Messerschmitt.—270, Brixton Hill, S.W.2. Tulse Hill 5211. [W1019]

MESSERSCHMITT SPARE PARTS

PRIDE & CLARKE, stockists.—Stockwell Rd., S.W.9. [81098/R]

MORGAN SPARE PARTS

MORGANS.—All available spares in stock.—F. H. Douglas, Morgan Specialists, 1a, South Ealing Rd., Ealing, W.5. Eal. 0570. [80445/R]

MORRIS

MORRIS 1000 4-door de luxe, dark green; 1000 van in clarendon grey; list price; immediate delivery; your m/cycle taken in part exchange.—Badger Garages, Blandford, Dorset. Tel. 615. [C1160]

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E. B. LONGSTAFF, Ltd., offer:—

1956 Reliant Regal 750 cc family 3-wheeler, with fibre glass hard top, one owner from new, immediate: £550, part exchanges and hire purchase with pleasure.—E. J. Longstaff, Ltd., 88-108, High Rd., Woodford, E.18. Buckhurst 6369. [C1079]

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CLANFIELD LAWRENCE (HIGHBURY), Ltd., Reliant House, 26-32, Highbury Corner, N.5. Nor. 2791. (Showrooms open 9-6 p.m. daily, Monday to Saturday.) [C1191/R]

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GEORGE CLARKE pay most.—270, Brixton Hill, S.W.2. Tulse Hill 5211. [W1019]

ROWLAND SMITH'S, the Reliant Regal buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

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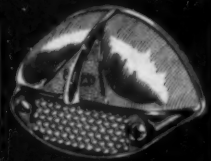
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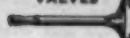
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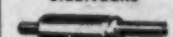
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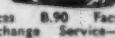
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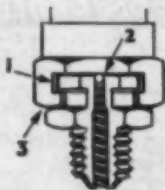


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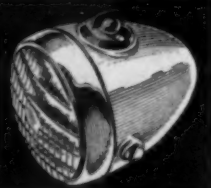
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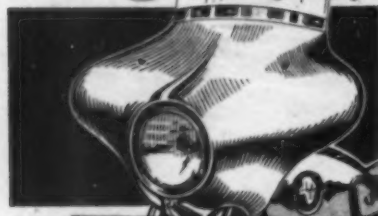
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INDEX TO ADVERTISEMENTS

	PAGE		PAGE		PAGE
Accessories (Midlands), Ltd.	42	G. A. Tyres	42	Pankhurst of Hammersmith	35
Aerial Motors, Ltd.	Cover i	Girling, Ltd.	Cover iv	Parker, Alex	36
Austin, J., & Sons, Ltd.	34	Glanfield Lawrence, Ltd.	5, 21 & 35	Pride & Clarke, Ltd.	11, 12, 13, 14, 27, 30, 31, 32 & 33
Belstaff Manufacturing Co., Ltd.	1	Godfrey's, Ltd.	5	Quadrant Supply Co.	40
B.M.C.R.C.	41	Grose, George, Ltd.	28	Renold Chains, Ltd.	7
Bradbury, Dan (Motor Cycles), Ltd.	42	Grose, James, Ltd.	40	Rye, Claude, Ltd.	Cover iii, 25 & 37
Britax (London), Ltd.	8	H. & L. Motors, Ltd.	22	Shell & BP, Ltd.	3
British Seagull Engine Co., Ltd.	41	Halfords	6	Smith, Reginald (Motor Cycles), Ltd.	26
Brown, N. C., Ltd.	36	Headquarter & General Supplies, Ltd.	34	Stadium, Ltd.	cover ii
B.S.A. Motor Cycles, Ltd.	2	Humming Bird Motor Cycles, Ltd.	26	Suswin, P. & L., Ltd. (Mascot)	6
Camden Motor Cycles	24	Jordans of Hull	28	Taylor Matterson, Ltd.	29
Clarke, George, Motors, Ltd. 16, 18 & 19	17	Joy, E., & Sons, Ltd.	39	Tooting Tyre Service, Ltd.	34
Comerfords, Ltd.	17	Kings Motors (Oxford), Ltd.	10	Turner, Wm. (Kismet), Ltd.	7
Continental Tyre Sales	39	Lewis, D., Ltd.	4	Two Strokes, Ltd.	28
Coventry Motor Mart, Ltd.	36	Lock, J. A., Ltd.	36	Vero, E. M. & Co., Ltd.	6
Cowie, T., Ltd.	27	Longstaff, E. S., Ltd.	42	Warburton Bros. (Motor Cycles), Ltd.	34
Dawsons Motors	39	McKenzie, Ron	36	Watsonian Sidecars, Ltd.	Cover ii
Dunns Garages, Ltd.	25	Malcolms (Enamellers)	36	Way, Raymond, Motors, Ltd.	24 & 29
Eleanor Motors, Ltd.	35	Marble Arch Motor Supplies, Ltd.	9	Westpole Motors, Ltd.	41
Elgar Sheet Metal Works, Ltd., The	34	Meyrowitz, E. B., Ltd.	36	Whitby of Acton, Ltd.	15
Elite Motors (Tooting), Ltd.	23	Motoplas Co., Ltd.	Cover ii	Wico-Pacy Sales Corpn.	8, 34, 35, 36, 38, 39, 40, 41 & 42
E.S. Motors, Ltd.	26	Munday, T. C., & Co., Ltd.	34	Youngs Motor Stores	42
Fearnley, Fred, Ltd.	35	Naylor & Root, Ltd.	20		
Flight	40	Newman, Ch. J., Ltd.	38		
		Northern Mail Order Co.	38		
		Nuagane Products, Ltd.	8		

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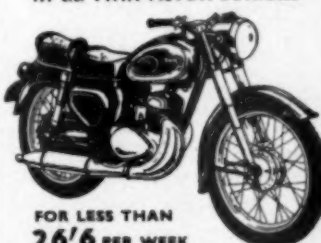
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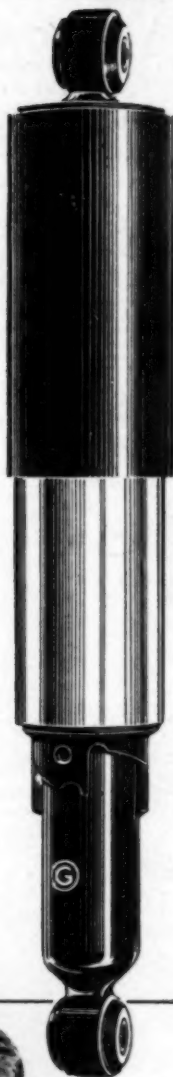
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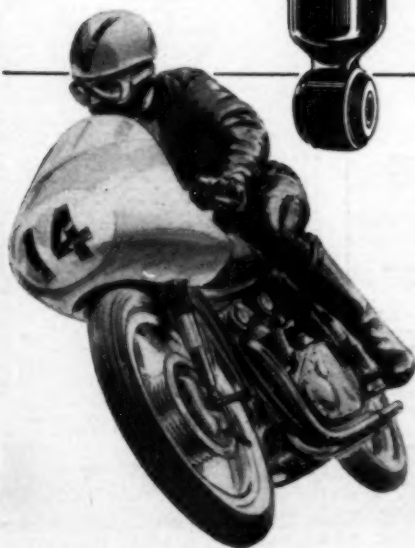
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4TH A. Ritter B.M.W.

5TH E. Walker NORTON

6TH P. Woollett NORTON

SENIOR RACE

2ND 3RD 4TH 5TH and 6TH